

# Navy News

NOVEMBER 1982

10p

## Falklands Awards

48-PAGE  
ISSUE



## Medals for Chile helo crew

CREW members of the Royal Navy Sea King helicopter which ditched in Chile during the Falklands conflict have received gallantry awards.

The pilot, Lieut. Richard Hutchings, RM, a combat survival instructor, receives the DSC, as does Lieut. Alan Bennett. LACMN Peter Imrie is awarded the DSM.

Remains of their aircraft were found in southern Chile on May 20. During a mission, details of which have never been explained fully, the helicopter from 846 Squadron was put down on the coast.

The crew destroyed the machine, thinking they had landed in Argentina, and for four days lay low until they realised they were in neutral territory.

Citations for the three men are brief and unspecific. Lieut. Bennett "made a particularly significant contribution to the unit's successful night operations... and showed great skill and courage despite the particularly hazardous nature of the missions in which he was involved."

Lieut. Hutchings completed eight operational missions "with dogged determination and courage, demonstrating great resilience under trying circumstances." LACMN Imrie "flew several missions in very hazardous circumstances... he displayed great courage and disregard for his own safety."

● More stories of gallantry in the Falklands and the awards lists — pages 16-21.

● LEFT: Marchers in London's "Salute to the Task Force" parade in October proudly wore their South Atlantic Medals. Other naval service members qualified will receive theirs over the coming months in alphabetical order of eligible units. Many are entitled to wear the rosette, as shown. March stories and pictures — page 9.

# SWITCH SOON TO OPEN PLAN

RATINGS already serving are being asked to think ahead about transferring to the new open engagement which all new-entry ratings now sign on joining.

But decisions on if and when to make the switch cannot be made until its effect on pay is clearer.

Now approved by the Admiralty Board, the open engagement offers new ratings a 22-year career (provided performance and physical fitness remains satisfactory), with a pension at the end, but without the need to apply for re-engagement for further periods of service after nine, 12 or 14 years.

### Flexible

The new engagement is seen as another step in the move from a rigid system based on lengthy binding commitments, to a more flexible one and as simplification of the present system, under which some ratings can give notice.

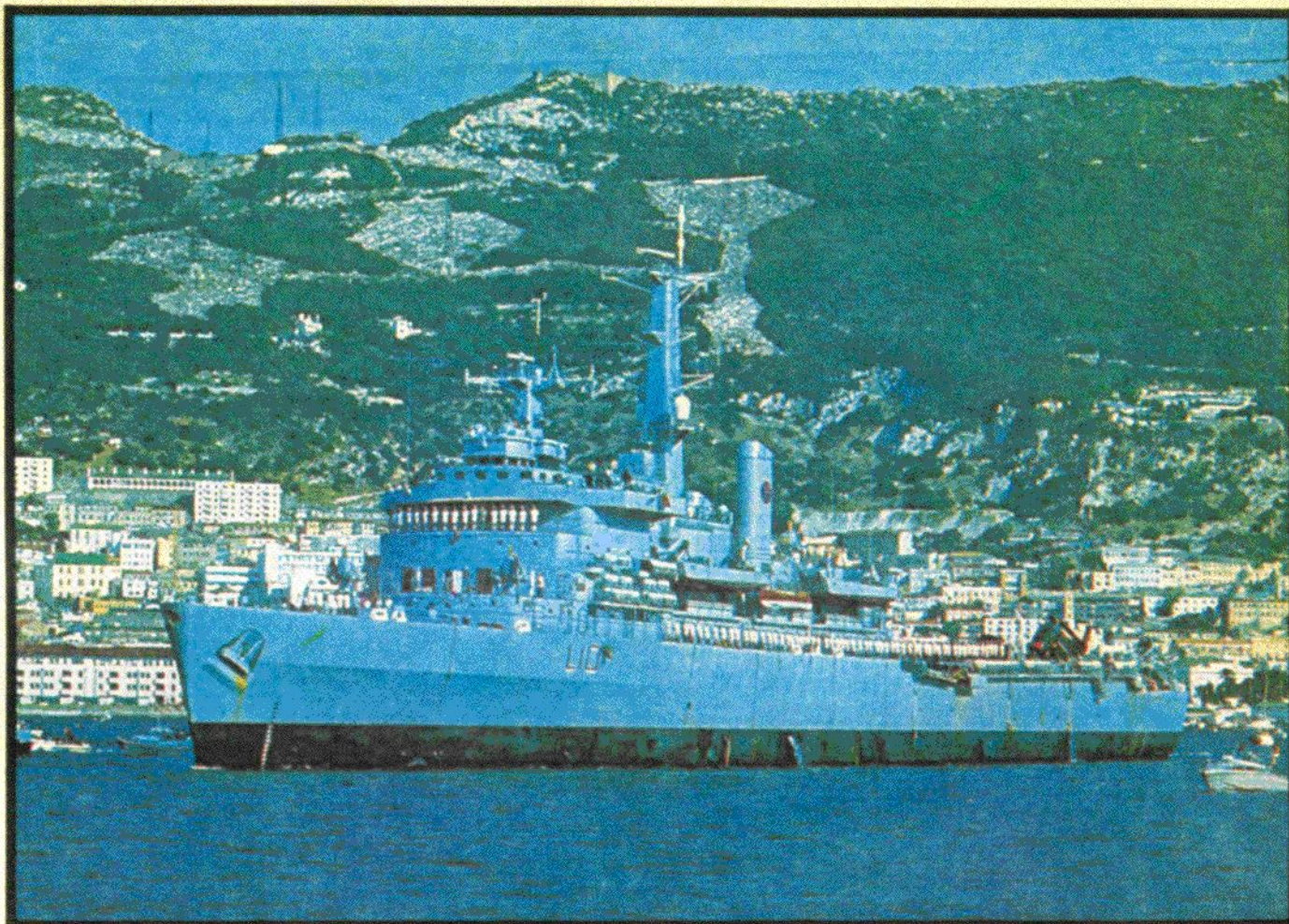
All on the new engagement will have the right to leave at 18 months' notice at any time provided they complete a minimum of four years' trained adult ser-

vice. Notice can first be given when a rating has completed two-and-a-half years from the end of his initial training or 18th birthday (whichever is later).

Pay of ratings now serving will not be affected unless they choose the new engagement. The option to transfer will come when information is available about introduction of other incentives to longer service to replace committal pay. This type of pay (maximum 75p a day) at present goes to men who commit themselves to a fixed-term engagement.

New ratings now joining are now paid the "uncommitted" rate of pay, or "intermediate" rate in the case of artificers because of their longer initial training. When they have served nine years they will receive the equivalent of the old committal pay, possibly as increased length of service increments.

● Continued in back page



## FEARLESS FAREWELL

HMS Fearless leaves Gibraltar Harbour surrounded by a flotilla of small craft. On board was the departing Governor of Gibraltar, Gen. Sir William Jackson, who took the salute from Flag Officer Gibraltar (Rear-Admiral D. J. Mackenzie) embarked in HMS Rhyl. See also Pages 23 and 37.

Picture: LA(Phot) Danny du Feu

## New food charge

A FOOD charge of 72p a day for married unaccompanied personnel living in shore messes is to start from January 1.

The AFPRB had recommended its introduction from October 1 but for several reasons this date was deferred.

When first reported, the charge became a contentious issue. With its introduction imminent, an explanatory DCI is due this month, and a letter has gone from Director General of Naval Personal Services to commanding officers.

The charge is tri-Service, with many in the Navy affected, but there are exemptions, mainly concerning temporary appointments and drafts, and where personnel cannot be accompanied for Service reasons.

The AFPRB took the view that the receipt of free food was a financial benefit which, despite continuing expenditure in the family home, was inequitable.

The Navy is taking the view that extra costs are incurred by separation but that these need to be met by other measures, currently under consideration in MOD.



## IT'S CAPS OFF TO THE TASK FORCE TAIL ENDERS

## HOME AT LAST!

TWO of the last Falklands Task Force ships to return have been welcomed home to their Portsmouth and Devonport bases.

Hospital ship **HMS Hydra** entered Portsmouth on September 24 after more than five months away. She was greeted by hundreds of relatives and friends, siren blasts, water jets and a Royal Marines band.

### Nursing skills

She dealt with more than 250 casualties — many from the RFAs Sir Galahad and Sir Tristram — and 30 of the Hydra's complement of 120 turned their skills to nursing.

On October 3 the stores ship **RFA Fort Grange** returned to Devonport after 142 days at sea, mainly supporting the carrier group.

The day before her arrival she flew off the Sea King helicopters of C Flight, 824 Naval Air Squadron, which returned to RN air station Culdrose after lifting more than 2,000 tons of stores in 650 hours of transfer operations.

### Bomb Alley

Five crews and 60 maintainers, operating three aircraft, offered round-the-clock capability during the conflict. In Bomb Alley they lifted stores to HMS Fearless and to the shore, dodging a variety of other helicopters which were using the Fort Grange as a 24-hour filling station.

After the surrender the VERTREP (vertical replenishment) and RAS programmes continued unabated, and the flight helped to maintain the anti-submarine screen around the carrier group.

On July 11 Sea King 351 ditched and sank in 2,000 metres of water, the crew being recovered without even getting wet. The crew of the crash-boat did, however, endure a short but cold swim after their craft capsized while attempting to salvage the helicopter.

### 2,000 loads

The lost aircraft was replaced by one from the mv Contender Bezzant shortly before that ship sailed for the UK.

On September 15 the fleet replenishment ship **RFA Regent** re-entered Rosyth after 149 days at sea. In that time she replenished almost every ship in the Task Force by jackstay or helicopter, her flight of two Wessex carrying well over 2,000 VERTREP loads and flying 450 hours day and night on a variety of tasks.

The ship came under air attack more than once and her flight was detached to HMS Endurance for the retaking of South Thule. During the deployment she visited Ascension Island, South Georgia and the Falklands.



Good to be back ... Men of HMS Hydra prepare to go ashore at Portsmouth

Picture: PO(Phot) Radar Thompson

## H-craft leave Hong Kong

LAST members of Hong Kong's Royal Navy hovercraft unit returned to Britain at the end of September following the wind-up of their operation.

Navy Party 1009 had operated two SRN-6 hovercraft for three years, carrying out patrols to prevent illegal immigration. Both craft — P236 and P237 — had each served 16 years with the Fleet Air Arm as part of the Hovercraft Trials Unit, HMS Daedalus.

P237 was written off earlier this year after it hit a rock while chasing a speedboat. There were no injuries.

Reduction of personnel began in April, leaving a maintenance crew of seven to finally close the unit.

## Backing sought for fair

ONE of SSAFA's major fund-raising events is their Christmas Fair, held in London every two years. The Navy's main contribution is a cake stall run by the wife of the First Sea Lord.

This year's fair takes place in Chelsea Barracks on Wednesday, November 24, from 11 am - 6 pm, and Lady Leach is writing to ships and establishments seeking their support. Last time the Navy stall raised about £5,000.

The event will include many stalls provided by other contributors, including sister Services, and there will be much to buy at reasonable prices.

## Museum plea for souvenirs

DOCUMENTARY souvenirs of the Falklands campaign are being sought for display by the Royal Naval Museum, Portsmouth. The director, Capt. R. H. Parsons, RN (retd.) has asked individuals or ships to send him any memorabilia such as ships' magazines and newspapers, photographs, sports programmes, articles, poems, and cartoons. If no longer required they can be sent to the museum at HM Naval Base, Portsmouth, Hants PO1 3LR.

## Canberra story on sale

THE part played by ss Canberra in the Falklands campaign is told in "The Great White Whale Goes to War."

Memories of members of the ship's company, Royal Navy, Royal Marines and paratroopers who sailed in her have been collated by Lieut.-Cdr. John Muxworthy, who was supply officer on board.

The story of the ship's 94 days at sea includes about 200 illustrations, many in colour, plus charts, maps and cartoons. The book, being produced and printed by P & O, costs £5 (plus £1.60 pp) and profits will be donated to the South Atlantic Fund.

It is expected to be available in soft cover from mid-November, from Telephone Research Plus, 6 Newington Green Road, London N1.

### PAINTINGS

Paintings of the return of the Canberra and the QE2 to Southampton have been completed by Southampton artist and ex-Royal Marine Christopher B. Dee. The Canberra print, bearing signatures of personalities involved, carries a special price of £6.50 for personnel writing from Service establishments or on orders bearing a Service number. A proportion goes to naval charities.

Inquiries should be addressed to Mr. Dee of 96 Woolston Road, Butlocks Heath, near Southampton. A print of the return of HMS Invincible is also planned.

## FALMOUTH JOINS THE HOUSTON FESTIVITIES

WEST INDIES guardship HMS Falmouth joined the grand finale of the four-month British Festival at Houston, Texas.

Sponsored by the Institute of Educational Affairs, the festival was opened in June by Princess Anne and culminated in a banquet on September 24, at which guests included the Speaker of the House of Commons, Mr George Thomas, and the Falmouth's commanding officer, Cdr. Rodney Preece. The ship provided a guard of honour

under the command of Lieut. Anthony Coley.

During the five-day visit, members of the ship's company toured The Alamo at San Antonio and NASA Control Centre at Pasadena. The stop-over was marred, however, by the death of RO1 John Wood, knocked down and killed while crossing a freeway within hours of the ship berthing.

RO Wood, who left the Navy in March, was recalled in April during the Falklands crisis. His body was flown home for burial.

### VERA CRUZ

The Falmouth, accompanied by RFA Black Rover, arrived at the Mexican port of Vera Cruz on October 1 for a five-day stay. From there the frigate went on to Key West for ranging and exercises with HMS Broadsword and HM submarine Spartan.

After replenishment at sea the Falmouth went on to St Petersburg, Florida, while the Black Rover was detached to visit Fort Lauderdale.

Early in her deployment the frigate called at Dominica to give a helping hand three years

after HMS Fife's prodigious hurricane relief operation.

This time the help was less urgent and on a much smaller scale, involving the restoration of an old fort. The Falmouth and her tanker anchored at Woodridge Bay where men from the frigate dragged a cannon uphill to Fort Elizabeth — their contribution to the work of

refurbishing the building as a museum.

Both ships paid a three-day visit to the French island of Martinique, after which the Falmouth undertook exercises with the huge nuclear aircraft carrier USS Nimitz off Puerto Rico, and the Jamaican coastguard vessel Discovery Bay south of Jamaica.

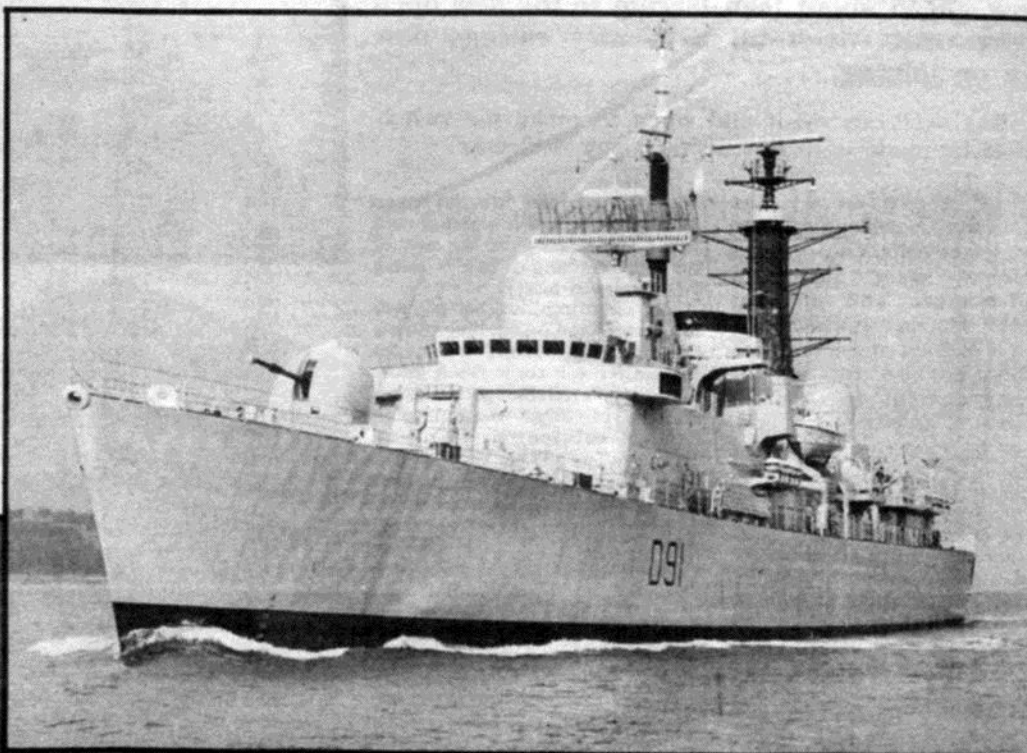
## Dining out 737 NAS

AFTER 23 years at RN air station Portland, 737 Naval Air Squadron is disbanding on February 7. To mark the occasion a dinner is to be held in the wardroom of HMS Osprey on February 3. Officers who served on the staff of 737 or a Wessex 3 DLG flight and who wish to attend should contact the Squadron Staff Officer, Third Officer N. Smith, on HMS Osprey ext. 3386.

## Rate of Notts.

HMS NOTTINGHAM is pictured here on contractors' sea trials in the Solent. The Nottingham, built at Vosper Thornycroft's Southampton yard, is the ninth Type 42 destroyer and the sixth ship to bear the name. She is due to enter service early next year.

Picture: Vosper Thornycroft (UK) Ltd.





# Arnold has a name to conjure with

BACK in the golden days of Hollywood, the celluloid moguls would have eaten their eyeshades before giving star billing to a name so rich in consonants as that of Arnold Schwarzenegger.

As it lurches off the tongue it imparts a picture of a 5ft. 2in. balding, middle-aged accounts clerk, with five children, a nagging wife twice his size, and ingrowing toenails.

In fact, Mr. Schwarzenegger is hardly the sort of man from which you could safely extract the Micky, nor could you

feel sure that your eyes would stay sand-free should you be lying in his path on a crowded beach.

A former Mr. Universe, Arnold's titanic, muscle-laden form is appearing before Navy audiences this month in the guise of **Conan the Barbarian**, a sardonic, brutal hero, hell-bent on revenge in a never-never land of sorcery, gladiators and wolf-witches.

"Conan the Barbarian" is among six titles ordered by the Royal Naval Film Corporation. The full list is:

**Night Crossing** (A) — John Hurt, Jane Alexander. A story, based on fact, of

how two families escape from East Germany by hot-air balloon. Walt Disney. No. 893.

## FILMS FOR THE FLEET

**The Border** (X) — Jack Nicholson, Valerie Perrine. Set against the US authorities' struggle to keep out illegal immigrants entering from Mexico, this film has, for added interest, subsidiary

themes of corruption, kidnapping and drug dealing. UIP. No. 894.

**The Gods Must Be Crazy** (A) — Marius Veyers. South African director and author Jamie Uys brings us this comedy about a tribe of bushmen in the Kalahari desert. When a Coca-Cola bottle falls from an aircraft they promptly interpret it as a message from the gods. It causes so much trouble, however, that their chief resolves to throw it over the edge of the world, and sets off towards the bright lights of Botswana. Rank. No. 895.

**Conan the Barbarian** (AA) — 20th

Century Fox. No. 896.

**I, the Jury** (X) — Armand Assante, Barbara Carrera. Mickey Spillane's private eye Mike Hammer solves the mystery of his murdered partner in an "explicit" thriller. Columbia-EMI-Warner. No. 897.

**Grease 2** (A) — Maxwell Caulfield, Michelle Pfeiffer. Grease without Travolta or Olivia may to some seem short on lubrication. Apart from the main stars, it's all much the same as Grease 1, with bouncy songs and archetypal images of American high school life in the early Sixties. UIP. No. 898.

## Girls who are going places



THESE two little lambs have not lost their way — nevertheless, they would like to be adopted by a kindly ship or two.

Lucy Ryan (left) and Diane Kitchen do not know each other, but they have quite a few things in common: both are from north of the Watford Gap, both want to travel, both have winning looks and both want to meet the Navy.

Lucy's greatest ambition — apart from building a "very successful" modelling career — is to meet Sub-Lieut. Prince Andrew. "I reckon I must be his No. 1 fan," she told us.

She was determined to build a social life for herself when she moved two months ago to Gosport from her home city of Birmingham, and she looks forward to a time when she will be able to travel the world — particularly to Denmark where she has family links.

Lucy, who is 20 on November 6, is a keen sportswoman, with interests in badminton, swimming, windsurfing, water-skiing and sailing. Besides which she is a health-club member, taking advantage of such facilities as weightlifting, yoga, and keep-fit.

Diane, from Wakefield, Yorks., is also 20 and already holds the beauty titles of Miss Wakefield, Miss Casanova's, Miss Craggleston and Miss Mini Skirt. Besides beauty contests and travel, Diane is particularly interested in music.

Any ship wishing to adopt Lucy or Diane as pin-ups should write to them via The Editor, Navy News, Barham Block, HMS Nelson, Portsmouth, Hants. PO1 3HH.

The gloves, signed by him and presented to the organisers when he returned in HMS Invincible, raised £500 at the sale held at the Royal Automobile Club, Pall Mall, on September 23.

Other items included the anti-flash hood and gloves worn by the commanding officer of HMS Antelope, Cdr. Nicholas Tobin, the White Ensign raised over South Georgia and the Argentine flag from Fox Bay. Together they raised £890.

Most costly souvenir was Gen. Menendez's top hat which raised £5,000. Auctioneers included the Task Force commander, Rear-Admiral J. F. Woodward; the commanding officer of HMS Endurance, Capt. Nicholas Barker; and the Ministry of Defence spokesman during the conflict, Mr. Ian McDonald.

The second auction is planned at the Royal Automobile Club for November 19 — but probably without Falklands mementos.

## Falklands sale gets encore

SOUVENIRS from the Falklands war helped to raise a total of £44,000 for the South Atlantic Fund and the Falklands Appeal. A second sale will be held this month.

Memorabilia donated by Navy personnel were among more than 700 lots knocked down at the Great Falklands Auction — including a pair of flying gloves worn by Sub-Lieut. Prince Andrew.

## 'Shavex' found at last

FORMER members of the ship's company of HMS Serene have now discovered what happened to Little Shavex, the young Chinese girl they left behind in Hong Kong in 1946.

A letter to Navy News, published in October, 1980, inspired an east-west search which discovered Shavex, now Mrs. Serena Wong, living happily in a Hong Kong flat with her husband and three children.

The story of her involvement with members of the ship's company began early in 1946, when she arrived with her mother in a sampan to act as sideparty to the ship.

The illiterate little Chinese girl, then aged about seven, quickly won the hearts of men in the Serene. As her father was dead they decided to do something worthwhile to provide for the little girl's future.

### SCHOOL

Before HMS Serene left Hong Kong they had raised a total of 85,600 Hong Kong dollars to provide for Shavex's education.

Helped by Lieut.-Cdr. R. M. Ritchie, the late commanding officer of HMS Serene, Serena was accepted as a pupil by a local Catholic mission school.

One of the conditions of her acceptance was that she take an English name, so she became Serena after HMS Serene.

The goodwill gesture by members of the ship's company of HMS Serene 32 years ago is now paying off for Serena's three children.

Her eldest daughter attends a branch of the same convent school as her mother, speaks fluent English and hopes to continue her education at university level.

Her son is an apprentice motor mechanic and is continuing his studies at night school. Her youngest daughter, still at school, hopes to follow in her sister's footsteps.

## Crichton gets the bird!

HMS CRICHTON has really got the bird during recent patrols off the south-east coast of Scotland and in the Irish Sea. Flocks of racing pigeons have descended on the ship during foggy periods and used her as a floating hotel for up to 48 hours.

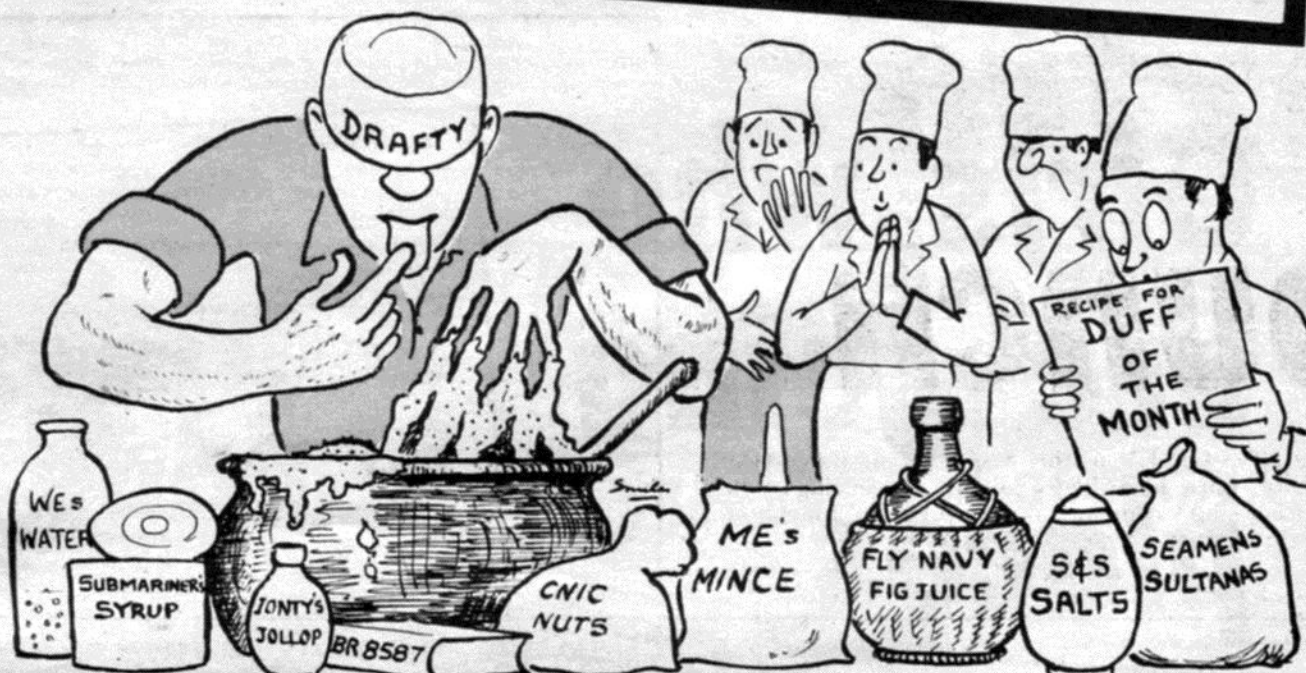
STD Duncan Henderson fed and watered the uninvited guests and generally made them feel at home.

In addition to her pigeon protection role, the Crichton has kept busy on successful anti-salmon poaching patrols off Scotland. Two fishing vessels were arrested in the Irish sea were subsequently fined a total of £7,000 for using illegal nets.



# DRAFTY'S CORNER

## Mixture to suit every taste



"WITH wrinkled brows, with nods, with rolling eyes. Another lean, unwashed artificer..."

What's this? Drafty's definition of a mechanic? No, only the reaction in Shakespeare of one of King John's loyal subjects when he heard the rumour that his sovereign was about to knock off his elder brother.

Seriously though, although Drafty didn't have a hand in the abolition of the title Mechanician he is rather surprised by the letters in September's Navy News which bewail the passing of the title.

It is of interest that most of the letters are from WEs or AEs and none from serving MEs, perhaps because MEAs are recognised as skilled by most appropriate trade unions, and ME mechanicians are not.

Surely two distinct titles for men who are fully interchangeable in employment is unnecessary. No sympathy from Drafty.

### Three-year sea draft

DURING the transition to the three-year sea draft it may not be clear as to what policy Drafty is working. Those of you who have had your ERDs extended are probably won-

dering why you have and your "oppo" has not. FAA ratings currently serving on FLS can expect their original ERDs to stand unless:

- There is no relief available — in which case their ERD will be reassessed once one does become available.
- Due to the postponement of some staged relief programmes the size and turnover of subsequent ones would be so great that some ratings must be deferred until the next stage relief.

Those recently drafted to Sea Service can expect to serve 32 to 36 months FLS but certain categories must, as before, serve shorter periods at sea for reasons outside Drafty's control, such as keeping a worthwhile flow of sea experience going.

In the case of submariners, on completion of Part III training all ratings will remain at, or return to sea on FSD. The length of this draft will be between 12 and 24 months depending upon the numbers of rates within a specific SQ awaiting FSD.

When next due sea service, most submariner ratings, with the exception of some artificers who require further shore training, will be drafted in a complement billet for three years, or up to seven patrols in an SSBN.

For those in submarine branches with a high sea-shore ratio, we expect the extension of the sea draft will allow longer continuous periods ashore.

### Legibility takes a NOK

THE CASUALTY and Next of Kin Information Centre (CNIC) in HMS Centurion often struggles to read the third copy of the NOK card which the girls use for input into the computer. Please help us to help you by ensuring it is readable, that is write in ballpoint, press down hard and check you've come out on the bottom copy.

Do remember to put in a new card each time a nominee or their address changes. Last week we input 750 changes; we think it should be a 1,000 if the record is to kept up to date. Regulating and Captains' offices please note!

### Survey your future...

DUE sea and want something different? Survey ships offer many advantages. Stores accountant volunteers are needed, so let's be hearing from you.

THIS column traditionally allows each Drafting desk to submit an article on a rotation basis with the advantage of getting its branch views across. (A polite way of saying they are detailed off with consequent moans of agony.) For every advantage there is a disadvantage and any message or point of interest for a particular branch had to wait its turn for the column to come around — maybe six months.

So a new style of Drafty's Corner is being tried with articles and snippets collected from around the drafting floor with the intention of providing each month shorter but more succinct points from those with something to say.

### Leave time 'twixt drafts

BR8587 Change 16 included new Article 0307 which puts the onus on to the receiving commanding officer to delay a joining date if a man is detailed to join a ship or establishment during a leave period.

The drafting ship need not add this time to AVDATES. AVDATES, therefore, should be a true reflection of availability having had all leave due from the previous ship.

### Advance on the OASIS

STORES accountants will remember from Drafty's Corner in March that Onboard ADP Support In Ships (OASIS) is going ahead — but, under pressure of recent events, it has to be installed in three years, not nine.

The teams for installation (CPOSA, LSA and SA ashore, LSA and two SAs afloat) start building up from November to reach peak numbers next June. All rates and both sexes are needed.

Preferees for Portsmouth, Devonport and Rosyth will all be wel-

comed. No ADP experience or knowledge required. Many have already got their bids in and will be joining the "Future Navy" soon.

Nothing dramatic happens without a backlash — there will be some turbulence and perhaps gaps in traditional shore billets for a time. Grin and bear it, and think of the 40 members of the Branch still in STUFT ships and the South Atlantic!

### Could you be a PA?

THERE are now a large number of billets for Writers (G) as personal assistants to senior officers; for many, shorthand would be an advantage.

Drafty is always looking for girls able and willing to undertake these demanding jobs, so if you want one, make sure you say so on your drafting preference card and ask your divisional officer to put in a suitable recommendation too.

DOs please note these jobs call for a lot of responsibility and initiative, so please think carefully about your recommendations. Your girl, albeit first class in normal jobs, might not be so happy when left on her own in the rarier air of the boss's outer office.

## BATTLE FOR MALTA REMEMBERED

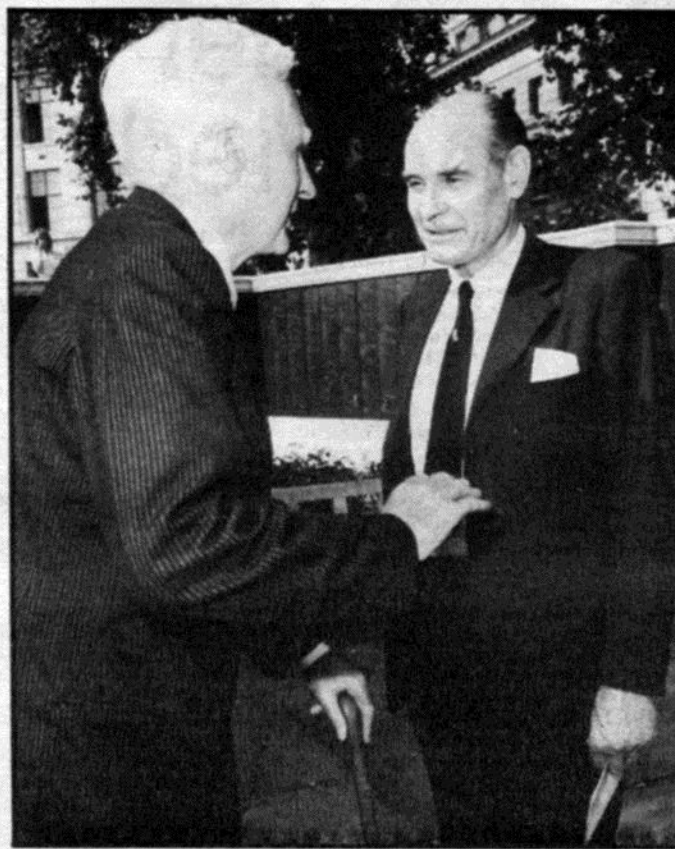
TWO ADMIRALS, linked by a sea battle of 40 years ago, meet again... On the right is Admiral of the Fleet Sir Terence Lewin, outgoing Chief of the Defence Staff. With him is fellow warrior Admiral Sir Peter Gretton on the occasion of the thanksgiving service for the Malta convoy operation codenamed "Pedestal."

As a lieutenant-commander, Admiral Gretton commanded the destroyer HMS Wolverine which rammed and sank an Italian submarine during the operation in August, 1942. Admiral

Lewin was gunnery officer in another escort, HMS Ashanti.

Thirteen British ships were sunk in the fierce, five-day action. Among them were the aircraft carrier HMS Eagle and nine merchantmen — but five supply ships got through, enough to sustain Malta at a critical point in the Mediterranean campaign.

More than 100 survivors of the operation attended the 40th anniversary service at All Hallows by the Tower, London, as well as a wreath-laying by Admiral Gretton at Tower Hill war memorial.



## Falklands expert to lecture

MAJOR Ewen Southby-Tailyour RM, whose unpublished cruising guide to the islands was an invaluable aid to the planning of the Falklands campaign, is to give a lecture in aid of TS Foudroyant.

When the Argentines invaded, Maj. Southby-Tailyour's manuscript — researched while serving with the Royal Marines in Port Stanley in 1978-79 — was classified by the Ministry of Defence and used in the planning of the British operation.

He insisted on sailing with the Task Force, was one of the first ashore at San Carlos, and was made an OBE in the Falklands honours list.

The lecture, entitled "The Falklands Revisited" and illustrated with slides, will be in Barham Block, HMS Nelson, on November 18, starting at 1930. Tickets (£1.50 each) include wine and cheese and are available from Mrs. P. Bateson (telephone Havant 484326).

## British Forces 'VICTORY' T & Sweatshirts

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# Liverpool has that extra punch

"GOD HAS GIVEN us this ease," the motto of HMS Liverpool, must have had a slightly ironic ring in the ears of her ship's company as they prepared for duty in the South Atlantic.

As she patrols around the Falkland Islands there will be precious little ease for the latest Type 42 destroyer to commission — and the one to be built in the fastest time.

## FACTS AND FIGURES

Displacement: 4,100 tons full load. Length: 412ft. Beam: 47ft. Draught: 19ft. Armament: Sea Dart surface-to-air missile (twin launcher); 4.5in. gun; two twin 30mm guns; 20mm guns; helicopter-launched torpedoes; six anti-submarine torpedo tubes. Aircraft: Lynx Mk 2 helicopter. Propulsion: Two Rolls-Royce Olympus TM3B gas turbines producing 56,000 shp; two Rolls-Royce Tyne RM1A gas turbines for cruising, producing 8,500 shp; two shafts. Speed: 29 knots. Range: 4,000 miles at 18 knots. Complement: 303.

When she leaves early in November, the Liverpool will have been in Royal Navy service for barely six months — and already her original armament has been supplemented by close-in air defence weapons as a result of lessons learned in the Falklands war.

## Chaff

The ship's boats and davits, sited abreast of the funnel, have been replaced by twin 30mm mountings. There are extra 20mm mountings aft and new chaff launchers have been fitted to the bridge wings to provide the ship with added capability in decoying sea-skimming missiles.

HMS Liverpool was the first

ship to be built by the extrusion process in Cammell Laird's covered construction hall at Birkenhead. The process, which reduced building time by a year, culminated in the vessel being moved out on to the slipway by hydraulic rams.

Just over two years after she was laid down, the Liverpool was launched in September, 1980 by Lady Strathcona, wife

of the then Minister of State for Defence, and underwent contractors' sea trials the following winter.

With the onset of the Falklands war, the original weapons trials and acceptance programme of nine months was halved and the ship was accep-

ted for service as early as May 12.

Commissioned in Liverpool on July 9, she completed weapons trials in September — including the new close-range guns — and work-up at Portland in October.

Main armament of the Type

42s is the Sea Dart medium-range, surface-to-air missile. They also carry a 4.5in. gun and a Lynx helicopter which can be equipped with anti-submarine or anti-ship weapons. All weapons and communications systems are linked to advanced computers.



The sixth HMS Liverpool in 1952.

## Gauntlet-runner in the fiery Med.

OF THE six predecessors of the present HMS Liverpool, the cruiser which bore the name throughout the Second World War carved out the most thrilling career.

Torpedoed twice and in action many times, the Southampton-class ship won four of the five Battle Honours for the name — Calabria 1940, Mediterranean 1940, Malta Convoys 1942, Arctic 1942.

The 9,400-ton Liverpool began the war on the China Station, but it was in the Mediterranean that her most useful time was spent, her guns blazing in anger from Gibraltar to Crete.

It was off Crete, in October 1940, that she was first torpedoed by enemy aircraft, losing her bows and A turret. She was towed to Alexandria and, six months later, was in a seaworthy enough condition to make San Francisco for permanent repairs.

She returned to home waters in the spring of 1942 to escort Arctic convoys, but was soon back in the Mediterranean — and trouble. In June she was again torpedoed by aircraft while escorting a Malta convoy and this time spent the remainder of

the war under repair at Rosyth.

When she emerged she was sent back to a more peaceful Mediterranean where she spent some time as flagship before being reduced to reserve in May, 1952. She was sold to the breakers six years later.

First ship of the name was a 40-gun frigate launched in 1741 and sold 15 years later. She was followed by a 28-gun ship which captured two French privateers before being wrecked off Long Island in 1778; a 50-gun frigate of 1814-22; and a screw frigate of 1860-75 which was flagship of the "Flying Squadron" on its circumnavigation of the world in 1869.

Fifth Liverpool was a 4,800-ton protected cruiser of 1909 which won the first Battle Honour for the name at Heligoland Bight in 1914. Irony surrounded her demise when she was broken up in 1921 — in Germany.



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## PAY PUZZLER

AFTER an in-depth study of the 1982 Pay Review report, my observations on petty officer / chief petty officer, male v female daily rates of pay may be of interest:

a. Daily rate of pay — male other branches	
CPO (career) Scale A	£25.47
PO (career) Scale A	£22.78
b. CPO Wren (band 6) Scale A	£24.98
PO Wren (band 6) Scale A	£23.26

Initially this looks all right. However, a further 75p per day is to be added to WRNS pay after nine years' service. This addition is not LSP but committal pay, which is already incorporated in male rates of pay. The revised daily rates:

CPO Wren £25.73 (26p in excess of the male rate).  
PO Wren £24.01 (£1.23 in excess of the male rate).  
Does this mean that the CPO, Sea/CPO, MEM/CPO, EL/CPO, Wtr, etc will now have their pay eroded during successive pay rises awarded in percentage terms?

The "X" factor now seems to have fallen by the wayside, so where are the just deserts for the pleasure of serving in the Falklands Campaign at sea? — *Chiefly, Middlesex.*

● Not taken into account here, we are told, are the bands in which Wrens are actually paid. No PO Wren is paid in Band 6 and only two branches are paid in Band 6 at CPO Wren level. Numbers involved are two CPO Wren dental hygienists and one CPO Wren air engineering mechanic.

The X-factor remains at ten per cent for men but has been increased to seven-and-a-half per cent for women. The factor is tri-Service, taking into account the "swings and roundabouts" of Service life. "In this broader context over the three Services there has been a closing of the gap between Servicemen and Servicewomen which has been reflected by the change," we are told. "The danger element of the X-factor is only concerned with peacetime." — *Editor.*

Straight to the point. This so-called pay rise. What I would like to know is which part of it rose?

The powers-that-be have found a way to squeeze the married man's pocket, that is give us a pound rise, then increase married quarter rental by a fiver to counteract their generosity!

Why should this be? I hope it is realised that 6-ish per cent is about as useful as a swift kick in the crutch.

Let me add that the pay situation is on the minds of a lot of people in the Service. — *Paddy Derwin, COMNAVSOUTH.*

## HMS Edinburgh 'shrine'

YOUR September issue, referring to ships lost in the Falklands conflict, said that if a ship's position did not constitute a hazard, "it must be regarded as a war grave and left as such."

Since the salvage of gold from HMS Edinburgh I have been asked many times how permission came to be granted.

Feelings are strong that the Edinburgh should have remained as a shrine to those who

lost their lives in the PQ convoys. — **Raymond Smith** (ex-leading seaman), Keighley, West Yorks.

### Shotley □ today

WOULD anyone like an up-to-date report on Shotley (the former boys' training establishment HMS Ganges)?

Rather a sentimental view maybe, but it holds some happy memories of long ago for me.

The mast still towers in the sky, the post office (though changed hands) still stands untouched by time on the corner, the school block is in perfect condition, even the black gloss paintwork, but brambles and weeds are beginning to have a heyday.

The signposts still stand, the regulating block has been bull-

dozed, and yet the Ganges crest is still on the big main gates. The canteen is untouched (outwardly at least) and the metal black fencing still surrounds the area.

The pier is closed. On Sundays there is an abundance of ice-cream vans and the fore-shore is teeming with pensioners who can now take a trip to Shotley on the green buses for 2p. — **Heather Donnelly**, Ipswich.

## LETTERS TO THE EDITOR

# Seaspread's men won my award

HOW MANY times when promotion or honours have been achieved have I heard the jealous "I earned that for him"? I don't know, but how true it is in this case.

The most junior to the most senior in both Royal and Merchant Navies serving aboard Stena Seaspread must take credit for the award I have just, so proudly, achieved.

And I specially think of the

small team in which I had the privilege to work. Their performance and dedication must be rated along with the very best; they were true professionals in every sense.

May I also take this opportunity to pay tribute to a group often forgotten when the honours are awarded and yet, I feel, deserve the highest. Their responsibilities increase 100 per cent with sometimes only hours of warning. They are then bombarded with horrifying pictures and reports which have no firm conclusions — they are left to draw their own until confirmation can be achieved. Yet they carry on and manage magnificently. Yes, of course — our families.

I wouldn't swap places for all the wool in the Falklands. They all deserve a medal — **P. W. Muller, MBE, BEM, FCMEA(H)**, Saltash, Cornwall (Ex-Stena Seaspread).

## CLANGER!

STANLEY HOLLOWAY'S rendering of the monologue of the unfortunate bloke who appeared incorrectly dressed ("I asks yer — brown boots") should prompt someone to write a new monologue, "I asks yer — cupro-nickel."

Many people are angry to the point of tears that the medal for the Falklands is being made in cupro-nickel.

Footballers, pop stars, those dear old ladies who knit socks for the troops, and many more, receive enamel, gold, silver, or at least bronze medals in Honours Lists.

In the past many Service men

got their medals through the post, and some of them, to this day, haven't got them yet. Years before that, medals were generally presented on parade, giving an opportunity for a little show of pride.

So come on, let's have a good quality award for a good quality job. — **Janner** (ex-stoker PO, one gong), Mevagissey, Cornwall.

I DO sincerely hope that the United States service personnel on Ascension Island who, particularly in the early part of the campaign, gave unstinting help, working around the clock almost until they dropped, will be entitled to receive the Falklands Medal. — **L. H. G. Bailey**, Torquay, Devon.

## Warspite's 'bouncers'

I WAS delighted to read the mention of HMS Warspite striking a mine off Harwich in the wake of her D-Day experiences (October edition).

Her escorts on that day consisted of a flotilla of Hunt class destroyers, one of which was HMS Southdown. I was proud to be a member of her crew.

On the explosion from the mine, the Hunts sprang into a defensive anti-submarine circle round the Warspite until she signalled that the damage was confined to her port blister and that she could continue passage at reduced speed.

Incidentally, I recall her position as being much closer to the coast than the 28 miles you report.

As a matter of interest, as memories come flooding back, I remember Warspite practice-firing one of her enormous guns when off the Wash and as these shots were at a reduced charge, we could see the shells leaving the gun and striking the water with an effect of bouncing along rather like the flat stones skidding along from a good beach throw.

We used to take "small" bets

on the number of bounces the next shot would make.

While writing, may I ask when the next Hunt class mine-sweeper will be named after my old ship HMS Southdown? — **F. N. Hallifax**, Stoke Poges, Bucks.

### □ Honour

YOUR EXCELLENT article on HMS Warspite stated that this battleship won no fewer than 15 of the 25 battle honours for this name.

However, only 14 were listed, the battle honour "Calabria 1940" being omitted.

HMS Warspite was the flagship of Admiral Sir Andrew Cunningham in this action on July 9, 1940 against the Italian Fleet. — **Mike Thompson**, Cheadle, Cheshire.

### □ Woodpecker

I CAN confirm what J. W. Pryce says about Warspite having a woodpecker as ship's badge (Navy News, August).

I was in the Warspite when she was C.-in-C. Mediterranean 1928-30, and the ship's badge was a green woodpecker. This

was a pun on her name, the colloquial word for the bird being "spight."

I was in the ship's dance band and we called ourselves "The Woodpeckers". At that time, we were the only alternative to the rather dreary Maltese dance band in Malta, and as we had a good rhythm section and played in strict tempo, we were soon asked to play at all the important functions.

We all wore dinner jackets and the band members must have been the only ratings in the Med. Fleet with passes allowing them to leave the ship in plain clothes, a privilege restricted to officers in those days.

The commission ended in 1930 and the ship came home and was Cowes Week guardship. The big yachts were still in existence then and King George V came on board Warspite from his sailing yacht Britannia and inspected us.

The final appearance of the "Woodpeckers" was to play for the dancing at the ball held on the quarterdeck which was the highlight of the Week. Those were the days! — **Harry Liddle**, Holt, Suffolk.



**Seaman  
at 25.  
Washed up  
at 26.**

At twenty-five I was riding the crest of a wave. Life was wonderful. I was making new friends, seeing new places and I had a bright future ahead. I remember thinking I was the luckiest guy in the world.

Then, one rough night I was on the forward deck securing alongside and a three inch wire parted, whipping across my leg. The next thing I remember, I was in hospital and the doctors telling me they'd had to amputate my left leg from below the knee.

I just couldn't imagine not being at sea any more. What was I going to do? I had a wife and two kids, no future and no money. Life didn't seem worth living.

Then someone mentioned King George's Fund for Sailors. They give grants to over 100 nautical charities for

seafarers and their dependants who fall on hard times. Men from the Royal Navy, Royal Marines, Merchant Navy and the Fishing Fleet.

I went through various stages of convalescence and retraining so as to learn how to live again. I now have a good job and I am back with my family — all thanks to the money provided by King George's Fund for Sailors.

I am just one of 14,000 they help each year.

Please help King George's Fund to go on helping. Send your donations, covenants or legacies to Appeals Secretary, KGFS.

1 Chesham Street, London SW1X 8NF.

**KING GEORGE'S FUND FOR SAILORS**





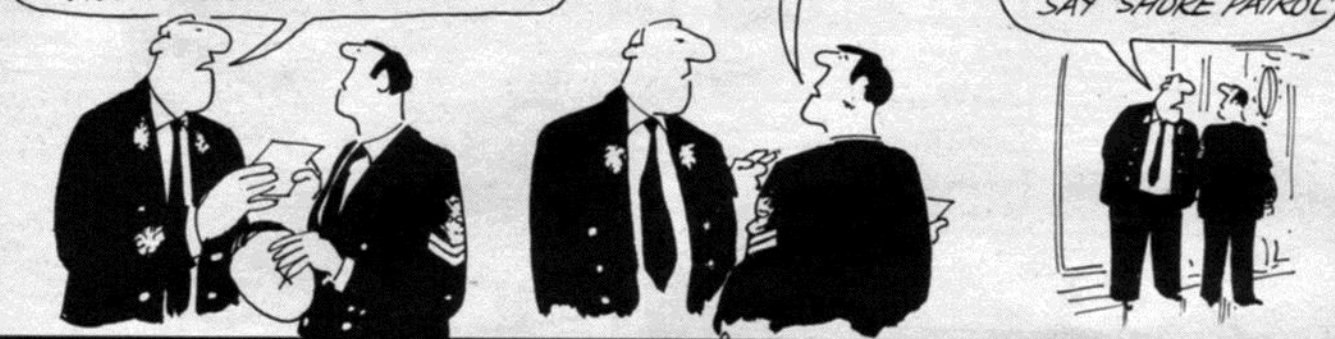
# Jack

*BY TUGS*

~AND GIVE IT TO THAT WOUNDED FALKLANDS VETERAN.

WHO'S THAT?

THE ONE THAT LIMPS WHEN YOU SAY 'SHORE PATROL'



## Let's leave the tiffs and mechs in peace . . .

I READ with horror the letter "The Worries of a Tiffy" (October). How an auntie of a young lad, who is still under training and who has had little if any experience of the sea, can burst into print like that beats me.

What the lady and her nephew must appreciate is that there is more required of a technician than a string of educational qualifications.

I have served for 26 years. In that time I have had artificers/mechanicians who were useless, with no natural ability, and others who could easily absorb and efficiently use practical knowledge.

The Royal Navy requires to know a man's potential before it spends vast sums of money on training.

The mechanician is selected from men who have spent some years at sea gaining experience in their specialisation. The artificer has no sea experience, and so the only criterion is educational qualification gained at school.

### NOT BLOCKED

The artificer requires longer under formal training as he has to learn those things that the mechanicians learned at sea prior to training. By the time they both reach 1st class there is very little to choose between them.

It is not true that the roster for chief art/mech is blocked by mechanicians as they both take the same examinations. If it were blocked it would simply mean that more mechanicians passed the boards than artificers.

In the old days there was a constant tiff/mech battle, but this situation happily is over. Let us leave it that way as we all work well side by side to keep the Fleet well maintained and seaworthy.

### NEITHER HAPPY

When the lady's nephew goes to sea I advise him to forget this feeling of superiority which was probably imparted by some misguided instructor, and be ready to learn from his betters, whether artificers or mechanicians. Believe me, he will be able to learn from the good old stoker or greenie for some time to come.

The truth of the matter is that neither of us is happy about the new title — not because one feels superior to the other, but because we are

both proud of our origins. And why not? In any case who wants to be called a CART. — *Graham M. Biggs*, Fleet Chief Mechanician. Staff of the Flag Officer Submarines, and President of the WO and CPO mess, HMS Dolphin.

### 'Engineers' is the word

AS AN ex-REA2(A) having ventured into civvy street in 1980, I was somewhat perturbed to read letters regarding title changes for mechs and tiffs, in particular letters calling for the implementation of grades designated "technician" for the above ratings.

Having had ten years' experience in the Navy and two years working outside I urge all mechs and tiffs that you are not technicians, but engineers.

In civvy street there is a marked difference. Knowing as I do your level of skill (and the many qualified to Higher National Certificate and above) you are definitely not "technicians." — *Nigel Parker*, vendor support engineer in a weapons system company.

## Communicators 'left out of pamphlet'

I HAVE just read the pamphlet entitled, "Operation Corporate — Achievements of the Naval Service."

Although it would seem to be an excellent record of naval service achievements there is an unfortunate and significant omission: surely in a military operation which took place 8,000 miles from the home base, communications must have played a crucial part?

Even the national press alluded on occasion to the importance of communications (e.g. in connection with the Belgrano sinking).

I find it disappointing, to say the least, that the part played by communications personnel is not mentioned anywhere in this pamphlet. — *Communicator's Wife*.

● The official explanation is that the pamphlet was produced very soon after the ceasefire in order to provide those who had not been close to the front line, or in headquarters, with early information on some of the remarkable things which had been achieved.

It had to be short if it was not to grow too large for wide and easy distribution.

Communications did play a vital and irreplaceable part in the operation — it is not possible to have a Navy without its communicators — but the communicators are undoubtedly among those for whom "it is difficult to find adequate words to describe their performance." — *Editor*.

### Plea from the States

IN the Falklands war British ships and sailors were once again placed in the unenviable position of not having adequate air support.

Time after time in the Second World War the RN had to carry out difficult and dangerous missions without the benefit of fighter aircraft support.

If Britain is going to continue to administer far-flung outposts it is obvious that she needs conventional aircraft carriers.

Saying this in no way detracts from the vital role played by the Harrier aircraft. They performed superbly, but they did not have the intercept range necessary for protecting the British Task Force.

The British government should provide the best and latest equipment for her fighting men. They deserve nothing less.

— *William Bell*, Burbank, California.

### Arrow once again

IN YOUR REPORT on the return of HMS Arrow (August) mention is made that she went alongside the stricken Sheffield to take off survivors.

Have I got my wires crossed or did her predecessor carry out a similar exercise off Oran during the Second World War? She went alongside a burning merchant ship which was loaded with (I believe) phosphorus. The ship blew up and took the Arrow with her.

There were only 11 survivors from the Arrow, most of the

## Enrol . . . if you want a loan

MAY I suggest that members of the Forces make sure that one member of the family is on the local electoral roll.

I have uncovered by experience the fact that certain, if not all, loan companies practise a type of "discrimination" against Forces personnel.

If you have a postal vote you do not appear on an electoral roll, and if you ask for a loan the companies first check the roll. If you are not on it, you will not get a loan.

It seems that being registered on an electoral roll provides some sort of guarantee of permanent residence to trace you, should you fail in repayments.

— *Loan Gnome*, Telford.

### Task Force homage

CORRESPONDENT J. Simons, writing from Brussels, sends a message of homage to the officers and men of the South Atlantic Task Force, for their gallantry and splendid victory from their Belgian friends who served in HM Forces during the Second World War.

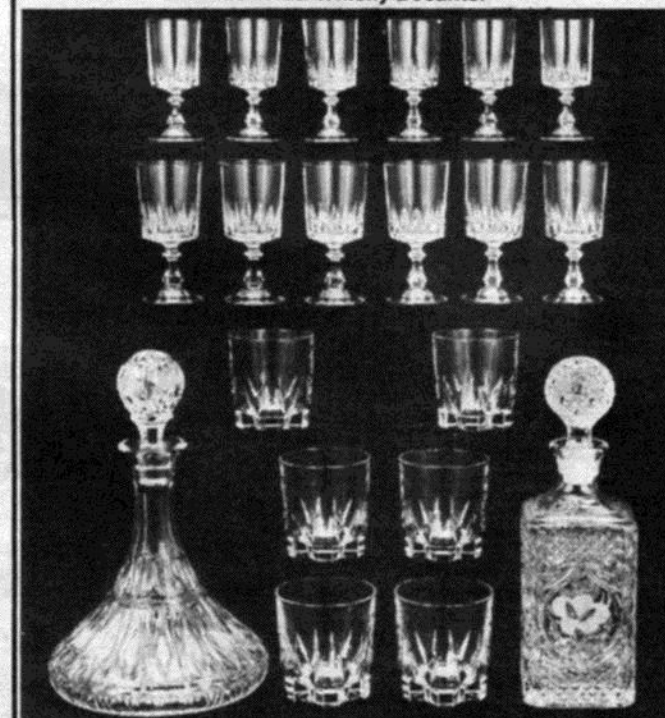
## METAL HEAVY A HIT

IN the article on HMS Illustrious (September) you state that the bullets fired by the Vulcan Phalanx guns are made of titanium.

Titanium has a density of 4.5 tonnes per cubic metre and is often loosely classed with magnesium (1.74 tonnes) and aluminium (2.7 tonnes) in that group termed the light metals which are used extensively for aircraft manufacture.

Are the bullets in fact manufactured from uranium which, with a density of over 19 tonnes, is almost twice as "heavy" as lead and consequently very suitable for damaging an approaching missile? — *Joseph Walton*, Department of Metallurgy, University of Birmingham.

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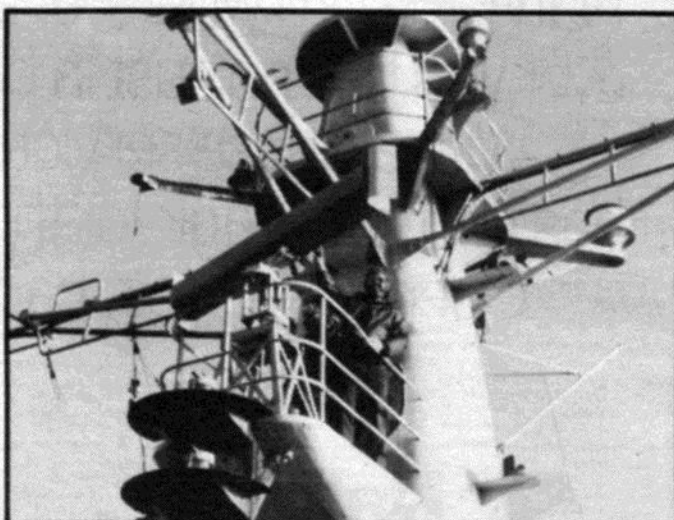
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## IT WAS NOT IN VANE . . .



NO POINTS for identifying the ship's staff A & A to this 1006 aerial (left).

During the Falklands conflict the weapon engineer officer of HMS Guesswho became so frustrated at the non-availability of a replacement drive motor for the pedestal unit that he encouraged the design of an alternative means of motive power.

Needless to say the WEO's design was adopted and trials were carried out. Surprisingly, it worked; although speed of rotation was not exactly constant.

As an aid to the ship identification the WEO is the good-looking one with the beret and the chief petty officer's surname is "simply years ahead". — *P. N. Galloway*, Cdr. WEO, HMS Glamorgan.





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# PARADE OF PRIDE

## Cities pay homage to heroes

OCTOBER parades through the City of London and in Portsmouth gave crowds the opportunity to pay warm-hearted tribute to members of the Falklands Task Force. Now Plymouth plans its "Welcome home" parade and fly-past on November 12.

In London, 1,250 veterans of the Force, many from the Royal Navy and wearing their South Atlantic medals, were greeted by clapping, cheering, flag-waving crowds as they marched through the City to a champagne lunch in Guildhall.

It was the City's own tribute to the South Atlantic heroes and taking the salute was the Lord Mayor of London (Sir Christopher Leaver). He was accompanied by the Prime Minister and Admiral of the Fleet Sir Terence Lewin (until recently Chief of the Defence Staff), together with some 70 VIPs, at the Mansion House.

The procession route was lined with crowds estimated at 300,000 who, besides cheering the marchers, were able to watch an impressive fly-past. Aircraft taking part included eight helicopters and two Sea Harriers from the Royal Navy, their crews including three DSCs and a DSM.

### Survivors

On parade were representatives of all units in the Falklands campaign, the whole Fleet being represented, with survivors of the lost ships in the lead. Well represented was the Fleet Air Arm and Royal Marines.

There was a particularly emotional reception for six wounded men when they met up with the parade outside Guildhall. Among the wounded who later met Mrs. Thatcher

## POMPEY TRIBUTE

Part of the naval contingent marches through Portsmouth Guildhall Square as the salute is taken during the city's tribute to the Armed Forces for their Falklands exploits.

was CPO Terence Bullingham, blinded when HMS Antrim was hit.

In her luncheon address, Mrs. Thatcher said of the South Atlantic operation: "This was one of the most brilliant military achievements of modern times, a triumph of endeavour and skill, planning and imagination."

"We owe that triumph to the best, the bravest and the most professional Armed Services in the world."

"We thank you all — those who are here; the many more who, for reasons of space, cannot be here; the 777 valiant young men who were wounded; the 255 who gave their lives and whose memory will be honoured for ever."

Mrs. Thatcher also praised those who served in the RFA, the merchant seamen, workers in the dockyards and supply depots, the nurses and other

volunteers and those in British industry for their splendid efforts to ensure that the force was properly equipped and supplied.

In his address the Lord Mayor said: "You have given this country a new confidence... You represent what is best in Britain."

### Swords

On behalf of the City of London he presented ceremonial swords to Rear-Admiral Sir John (Sandy) Woodward, who was the Naval Task Force Commander, and Maj.-Gen. Sir Jeremy Moore, RM, who was Commander Land Forces Falklands.

For the Portsmouth tribute, thousands stood in the drizzle on Trafalgar Day to cheer and wave as the 550-strong parade marched from HMS Nelson to a

ceremony in the Guildhall Square.

Here the salute was taken by the Lord Mayor (Mr. John Fisher), who was accompanied by Rear-Admiral Sir John Woodward.

Later the parade returned to HMS Nelson before those taking part joined the Lord Mayor for an informal lunch.

Led by Royal Marines Band, the parade included men and

women serving in Portsmouth area establishments as well as men from many ships, including HM ships *Hermes*, *Glamorgan*, *Invincible*, *Intrepid*, *Bristol*, *Tartar*, *Lowestoft* and *Antrim*, and from the 1st Submarine Squadron.

### Sharp end

Represented, too, were the Royal Marines, WRNS, RFA and members of the other Services. The guard of honour was from HMS *Excellent* and the Royal Marines.

As Freemen of the city, the

RN and RM contingents marched "with drums beating, flags flying, bayonets fixed and swords drawn."

At the luncheon Admiral Woodward paid tribute to those who had been left at home — their support had made victory possible, he said. "We in the Services were very conscious of the great feeling of togetherness there was in the country and certainly I, and many of the rest of us, drew tremendous strength at the sharp end from the knowledge that you were so firmly with us in spirit."



## London's grand salute to the Task Force

The Band of Commando Forces RM followed by men of the Royal Navy, march along Moorgate en route for the Mansion House and Guildhall during the City of London's salute to the Task Force.

Falklands awards — pages 16 to 21

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## TWO PAGES FOR FAMILIES

### Thanks for the memorial

FROM Selby, North Yorkshire, comes a letter from Mrs. Pat Vickers thanking all concerned with the memorial plaque to her husband POACMN Colin Vickers, who died in HMS Glamorgan in the Falklands.

The letter says that she and Paul would like to thank all the airmen and friends who donated to the plaque. She also thanks CACMN Hedley Ward for his help in making the plaque possible, and 737 Squadron for the presentation arrangements.

"We feel proud to have the plaque in memory of Colin," says the letter.

## Tribute to the fallen

AS A living floral memorial to the men killed in the South Atlantic, a colourful new pelargonium has been named "Falklands Tribute."

The new seedling, which will brighten gardens next year, was inspired by the death of ACAEM David Lee, a keen gardener, who was killed while serving in HMS Glamorgan.

David, with his wife Jean and daughter Elaine, was a parishioner of Roundhay Methodist Church in Leeds. As a memorial to him, the minister, the Rev. Mervyn Appleby, wrote to the Royal Horticultural Society asking

if a plant could bear his name or that of his ship.

As the society do not name plants — a right reserved for the raiser — the request was passed to Mr. Henry Wood, of Beckenham, Kent, an expert on pelargoniums, who was proud to honour the Falklands heroes.

#### WHITE AND GOLD

"Falklands Tribute," a big pink flower with a touch of white and golden leaves marked with bronze, will be available to growers next June, from Mr. Norman J. Goodey, Burgh Nurseries, Hasketon, Woodbridge, Suffolk.

## Legion homes opened

TWO official opening ceremonies in a week highlight the continuing work of the Royal British Legion Housing Association.

Princess Alexandra declared open Alexandra Court at Southsea, on October 6, and two days later Princess Anne officially opened Wood Court, Redditch, Worcs.

Since its foundation in 1964 the association has built nearly 10,000 flats for the elderly, mostly in two-storey courts. Many more are being built or at the planning stage.

## Union Jack Christmas on offer

LONDON'S Union Jack Club is again offering a special Christmas "package" for Servicemen and their families. The deal covers five nights' accommodation from Friday, December 24 until breakfast on Wednesday, December 29 and, besides breakfast daily, includes Christmas dinner and buffet supper on December 25. Included too is a buffet / dance on December 27.

Charges for Service members and elected ex-Service members are: Single rooms, £55; double, £105; children under 13, £33 (no charge for children under three). Charges, respectively, for temporary hon. members are £63, £114, and £33. Advance bookings, in writing, should be made by Friday, November 26 to the Union Jack Club, Sandell Street, London SE1 8UJ.

# Son's name lives on . . .

AN impressive array of cups and shields now commemorates a young sailor who died when HMS Coventry sank off the Falklands. The trophies result from the efforts of his parents to ensure that his name will always be remembered.

Hundreds of pounds, used to purchase the trophies, flooded into the home in the North Derbyshire village of Eckington of the parents of 20-year-old MEM(M)2 Stephen Tonkin.

Stephen's mother Margaret said: "It all started with me doing raffles for parcels for the Task Force, but after our son was killed the people at the dancing on Monday nights at Eckington Civic Centre carried the raffles on."

"My husband and I thought it was a good way to encourage the youth of today by giving them trophies and also keeping our son's name alive."

Her husband Philip said: "We got a donation of £50 from Paul McCartney which we thought was tremendous. One firm sent us £100 and another £50, but there have been all sorts of donations from all over."

At the latest count, the money has been used to buy ten cups and ten shields, many of which Mr. and Mrs. Tonkin display in the picture. The trophies are being given to local youth organisations to use as awards, one of the shields going to Chesterfield Sea Cadets. Each bears Stephen's name.

#### HMS COVENTRY

Among the shields in the picture is one containing the badge of HMS Coventry which was presented to Mr. and Mrs. Tonkin when they visited HMS Nelson. This one they will proudly keep for themselves.



Mr. and Mrs. Tonkin with the trophies that will commemorate their son Stephen, who was killed in HMS Coventry.

Picture: Sheffield Newspapers Ltd.

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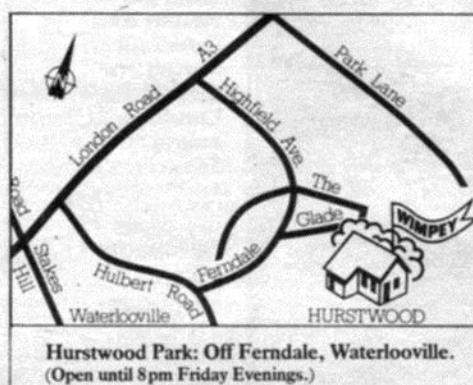
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# Deadline for Chatham's MQ scheme

NAVAL families living in married quarters at Chatham — some of whom may want to remain in the area — will be wondering what is going to happen when the Naval Base and HMS Pembroke are closed by March 31, 1984.

An official announcement says that to enable the closure process to proceed in an ordered fashion between now and 1984, the port married quarters scheme currently operating at Chatham will cease on March 31, 1983.

Thus, after April 1, 1983, only officers and ratings who join HMS Pembroke's ship's company will be eligible to take up occupation of a married quarter at Chatham.

"In so far as is possible at present," says the statement, "newcomers to the married quarters at Chatham are being housed at Rainham and St Mary's estate, so that surplus housing at Dargats Wood estate can be released for disposal in 1983."

## NOTICE

Each naval resident still in occupation after April 1, 1983 will be given individual notice by the married quarters organisation of his or her quarter being required for disposal.

However, the statement — contained in DCI(RN) 470 — adds: "Negotiations are in train to try to allow some people to stay in married quarters in the Chatham area after March 31, 1984. Further information will be promulgated on this specific matter."

## FEE AID SCHOOLS LISTED

NEARLY 200 independent schools which are members of the Independent Schools Information Service offer financial concessions to children whose parents serve in the Armed Forces.

The concessions vary from five per cent to over 50 per cent and are in addition to the MOD Boarding Schools Allowance.

The schools are listed in a leaflet just published by National ISIS, a non-profit making organisation and the official centre for information about independent schools in Britain.

Address of the National ISIS Advisory Officer is 26 Caxton Street, London, SW1H 0RG.

### HOLBROOK

● In last summer's GCE examinations 33 boys from the Royal Hospital School, Holbrook, entered for either three or two subjects at A-level. The results showed a 95 per cent pass rate, 65 per cent of these being at grades A, B and C.

At O level 81 boys entered for a normal range of six to nine subjects, the results showing a

pass rate of 81 per cent. Four of the entrants were successful in nine subjects.

Forty-one boys took CSEs for a total of 288 subject entries. Of these, 284 were at Grade 4 or better, with 44 per cent at Grade 1.



THE Communications Centre at Royal Navy HQ in Plymouth is getting to be almost home from home for the Logan family of Plympton, when mum, dad and elder son all turn up for work together.

Father Mr. Frank Logan is chief superintendent of specialist teleprinter operators at the Mount Wise HQ, while mother Mrs. Sylvia Logan is a communications rating with HMS Vivid, the RNR unit at Plymouth.

Third member of the Logan family is 18-year-old Martin,

## HOME FROM HOME

who joined the Royal Navy about two years ago and is now serving at Mount Wise on the Communications staff of Flag Officer Plymouth.

● Martin's broken arm? He fell off his motor-cycle.

## Malta break

FREE holidays at eight hotels in Malta were offered to ten Falklands Task Force members from HM ships Invincible and Bristol, together with their wives. They spent a week on the island in October as guests of the Malta Hotels and Restaurants Association.

These holidays were arranged by Exchange Travel with help from the SAFAB in HMS Nelson.



A GROUP of Rosyth Guides have, as part of the "Keep Britain Tidy" campaign, spent much of the summer clearing and tidying part of the wooded area at Ferrytoll Road, Rosyth.

Members of the St Margaret's (Royal Navy) Guide Company, the girls now hope to make the site into a picnic area for mothers and their small children. They are sending details of their efforts to the "Keep Britain Tidy" Committee, which awards prizes for special projects.

Pictured are the Guides who worked on the project,

## Rosyth Guides tidy up wood

together with Guide Captain Mrs. Angela Chandler. Seen too is some of the rubbish which they cleared from the site.

The girls are (left to right): Marcelle Steel (11), Donna Simmonds (12), Rebecca

Kidd (11), Teresa Snee (12) and Denise Selby (11). Fourteen-year-old Michelle Sherwood, patrol leader of the Kingfisher Patrol, of which all are members, couldn't be there when the picture was taken.

**Navy News**

No. 340 29th year

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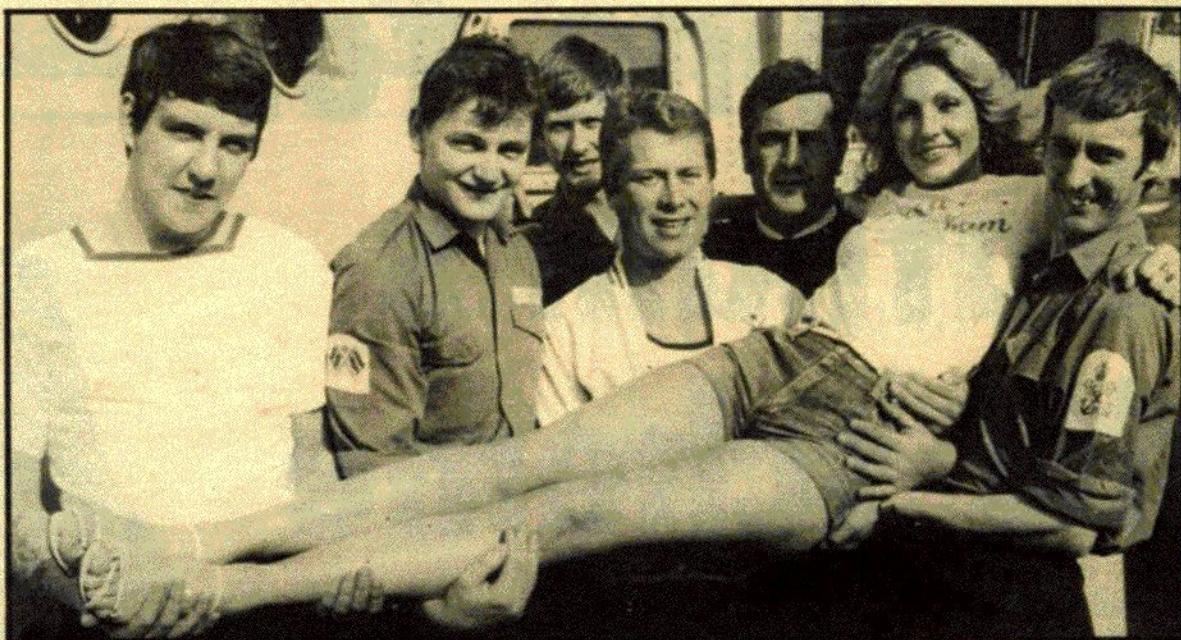
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## SEASONAL FORETASTE IN ACTIVE AND CULDROSE

# Sparkling Lorraine causes a stir ...



LORRAINE CLARKE, Babycham "Sparkle" girl, caused a stir on board HMS Active when she visited the ship at Devonport.

Much to the delight of the ship's company she was called on (left) to officiate with Cdr. Paul Canter at the traditional mixing of the frigate's Christmas pudding.

Her visit took place as a result of the ship's "adoption" by Showerings Ltd., a link forged in 1977 because of the similarity between the ship's leaping chamois crest and the Babycham motif.

On returning from the Falklands in August, part of the ship's tumultuous welcome was a gift from Showerings, including a selection of the company's products in specially-designed boxes.

Early last month 40 men from the ship spent a day touring the Showerings factory at Shepton Mallett, Somerset. After a superb lunch a silver replica of the

The men of HMS Active certainly took "Sparkle" girl Lorraine Clarke to their hearts — and arms — when she visited the frigate at Devonport. Giving Lorraine a lift are, from left, STD Brian Carbine, SA Griffiths, LRO Davies, LPT Paul Davoile, Yeo Gillingham and RS Sutton.

Babycham motif was presented to the Active's first lieutenant, Lieut.-Cdr. Warren Benbow.

● The new Flag Officer Medway, Rear-Admiral William Higgins, visited HMS Pembroke to preside over the ceremony of mixing the last Christmas pudding before the closure of the Supply School next year.

The pudding, which later took ten hours to cook, included four bottles of rum and 12 bottles of stout, weighed 255lb. and will provide 700 rations.



## ... and Princess Anne lends a hand

WITH its well-known royal connections, RN air station Culdrose couldn't resist a bit of one-upmanship when it came to its own Christmas pudding.

The Cornish establishment enlisted the hand of Princess Anne to stir the pud in the main galley when she visited Culdrose in her capacity of Chief Commandant of the WRNS on October 12.

Although the visit was primarily to see the WRNS unit, the opportunity was taken to show the Princess other facets of the station and she was escorted on her tour by the commanding officer, Capt. Michael Layard, the executive officer, Cdr. Michael Shallow, and the WRNS unit officer, First Officer Polly Booth.

At 826 Squadron she saw King helicopters which took part in the Falklands operation from HMS Hermes and met the crews who flew and maintained them. Later, she was given the chance to "fly" one of the machines in the simulator.

She took tea with wives, WRNS



ratings and members of the Cornwall Branch of the Association of Wrens at the Wives Club and visited 771 Search and Rescue Squadron, the Operations room, Meteorological Office, RN Telephonist School and Telephone Exchange, Culdrose Sports Centre and the Stores Department.

● On October 21 Princess Anne was back in Cornwall to visit HMS Raleigh at Torpoint. She opened the Dauntless accommodation building and was principal guest and speaker at the establishment's Trafalgar Night dinner.

Armed with an outside paddle, Princess Anne stirs the Christmas pudding at Culdrose aided by the two youngest ratings at the station. Wren Evelyn Turner (18) and JAEM Michael Ahern (17). Sharing the Princess's amusement is CPOCK Robert Handy and partly obscured in the background is Cdr. C. M. Rose, the supply commander.

Picture: LAI(Phot) Taff Jones

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Many boys proceed to the Services or Merchant Navy although the development of character and self-reliance is equally suited to civilian life. One year at the school qualifies for remission of six months sea service for M.N. certificates. Application should be made as soon as possible for boys of good health and character for entry at 13, 14, or 15 years.



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# SORRY, WE'RE FULL . . .

Calling at Gibraltar direct from the Falklands, two Royal Fleet Auxiliary vessels helped produce this now unusual sight — all three of the Rock's dry docks in full use.

Left of picture is RFA Tidespring, in the centre RFA Sir Percivale, and on the right, dwarfed by the other two and by the size of her temporary resting place, HMS Orkney. It was the first dry-docking by an Island-class patrol craft in Gibraltar.

Picture: LA(Phot) Danny du Feu.

## BOFFINS HITCH A RIDE IN HECATE

BRITISH scientists have been returned to South Georgia by HMS Endurance's stand-in in the South Atlantic — the converted ocean survey vessel HMS Hecate.

As reported in October's edition of Navy News, the Hecate left Britain in July and has carried out important survey work.

Scientists of the British Antarctic Survey were returned to their base at King Edward Point, South Georgia, to discover what damage had been done before settling in to continue their work.

The Hecate's new role has spurred her to claim many "firsts" as an ocean survey ship: the first to fire 20mm Oerlikons, first to fly a helicopter at night, first to carry a Royal Marines

detachment, first to be armed with guided missiles and first to carry out a replenishment at sea.

### Greetings

She will be away over Christmas and the New Year and, through Navy News, sends families and friends the season's greetings. Good wishes from those on board also go to Lieut. Henry Anderson, the marine engineering officer, who was evacuated after his left knee was injured in a sledging accident.



### Victory's new neighbour

THE HULL of the Mary Rose, Henry VIII's flagship which sank in 1545 and was raised from Spithead on October 11, has been moved on a barge to Number One Basin in Portsmouth Dockyard. Next month the relic is due to be towed into a dry dock beside HMS Victory and prepared for public display next year.

## HOT-SHOT EXETER GETS NEW WEAPONS

HMS Exeter left Portsmouth last month after an eight-week post-Falklands maintenance and repair period in which she was fitted with an array of close-range weapons.

The new fit — a 20mm and 30mm gun each side in place of boats, and a chaff launcher — supplements her main armament system, Sea Dart, which proved highly effective during the South Atlantic operation, with two certain hits and one probable out of five missiles fired.

After two weeks of sea training at Portland in early November and a joint maritime exercise in the North Atlantic, the Exeter looks forward to Christmas leave followed by a ceremony in the New Year in which the ship will receive the freedom of the City of Exeter.



HMS Hecate in a previously unsailed fiord revealed by a receding glacier in Antarctic Bay, South Georgia. Her white hull and buff funnel are now clad overall in grey.

Picture: LA(Phot) Ken Johnson.

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NN/11/82



# GET WISE ON DCIs

The aim of this regular feature is to give a general impression of the new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

## Sports sub. boost for ships and squadrons

NEARLY 30 Royal Navy sports associations and 18 ships or air squadrons have benefited through increased grants in the first two years of operation of the Voluntary Sports Subscription.

The income in this period totalled nearly £60,000, and although expenditure at £37,568 left a balance of £22,147, the sum of £10,000 has already been allocated to capital (sports) projects in HMS Collingwood, HMS Nelson and HMS Neptune.

Besides financial help to command areas and special projects, four international Service sportsmen were also assisted.

They were POMA(O) B. G. Thomas, Great Britain representative in the world Hornet sailing championships; Sub-Lieut. T. M. Kenealy, Great Britain Modern Pentathlon international; Sub-Lieut. C. M. Robison, England cross-country international; and Surg. Lieut.-Cdr. A. W. Mills, Scotland swimming international.

Future financial statements about the V.S.S. will be published annually.

DCI (RN) 463



"And ask the VSS to send us some sports gear!"

### ☆ Meter check

ALL holders of Wattmeters CT495 NSN 0657/519-8443 are to carry out checks on the instrument because it has been found that some of them have a wiring connection which is a potential safety hazard.

DCI (RN) 448

### ☆ Salvaged

FOR services to the motor vessel Theomana on September 6, 1981, a salvage award has been made to HMS Alderney.

DCI (RN) 461

### ☆ BR delay

NO firm date is yet available for publication of the new BR covering the naval training system. Current procedures are to remain until production of the BR is complete.

DCI (RN) 430



"Perhaps it's part of the leave travel study they're doing!"

### ☆ Keepsakes

ROYAL NAVY ratings made redundant will not be required to return any items of gratuitously issued uniform.

DCI (RN) 371

### ☆ Div. dates

DATES are announced for training courses at the Royal Naval Divisional School during the period January to December 1983.

DCI (RN) 372

### ☆ Home-towners

AN OPPORTUNITY for three months' "home town" service is given for volunteers who are accepted for a spell with the RN and RM Careers Service at offices in the various regions.

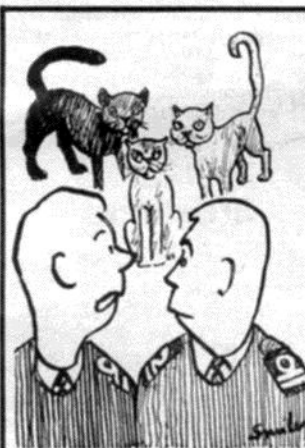
Applications are invited from junior ratings "of good personal quality and likely to give a favourable impression of the Service to prospective recruits and their parents."

DCI (RN) 423

### ☆ Helo helmets

PROTECTIVE helmets are being introduced for wear by Royal Navy helicopter passengers, who will be given donning instructions during pre-flight briefing.

DCI (RN) 329



"It's the salmon pink stripes they're after."

### ☆ In the pink

MEDICAL TECHNICIAN officers on the Supplementary List are to wear salmon pink distinction cloth in conjunction with the rows of lace on cuffs, shoulder straps and shoulder badges.

DCI (RN) 370

## N-Trust benefits increase

THE Naval Dependents Income and Assurance Trust (N-Trust) benefits have again been reviewed.

It has been decided to increase both benefits and contributions by 5½ per cent, to take into account cost-of-living pay increases.

As before, the benefit payable to dependants will increase at the guaranteed compound rate of 4 per cent per annum from the date of death of a member.

A member who regards his present cover as sufficient may avoid the increase by freezing his benefits. This move (it is pointed out) involves certain disadvantages.

DCI (RN) 455

### ☆ Promotions 1

THE following candidates have been selected for promotion to acting sub-lieutenant (E)(MESM) on the Special Duties List:

A/CMEA T. Dyche, A/CMEA G. Goodings, MEMN1 M. H. McKenna, and MEA1 P. R. Stubbings.

Two further candidates qualified professionally, but were not selected on this occasion. Another 12 candidates were unsuccessful in the examination.

DCI (RN) 445

### ☆ Promotions 2

CANDIDATES selected for promotion to acting sub-lieutenant (E)(ME) and (E)(HULL) on the Special Duties List are named as follows—

(E)(ME): MEMN(M)1 R. C. Bezani, CMEA(P) K. B. Digweed, CMEA(P) S. Foster, CMEMN(M) W. C. Hart, CMEA(M) R. C. Hore, CMEA(P) S. M. Jeffcoat, CMEA(P) J. M. Reeve, and MEMN(M)1 J. Wadham.

(E)(HULL): CMEA(H) R. S. Titcomb.

No successes were announced for (E)(ME)(L).

Three further candidates qualified professionally but were not selected on this occasion. Another 25 candidates were unsuccessful in the examination.

DCI (RN) 454

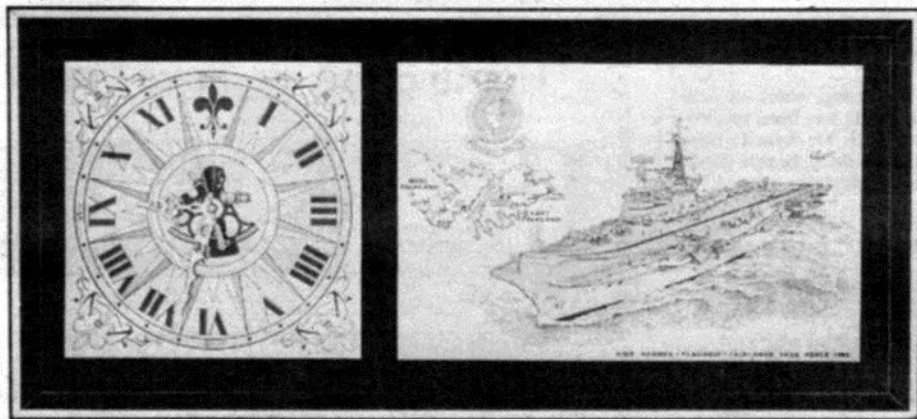
### ☆ Light hazard

WARNING is given of a potential hazard relating to fluorescent lighting fittings incorporating screened (encapsulated and canned) chokes and transformers. When affected by heat they can exude a dark sticky liquid which is an eye irritant.

Care is therefore to be taken when opening fittings or control boxes unless it is known that the control gear contains only unscreened components.

DCI (RN) 327

## FALKLANDS FLAGSHIP



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## Fitters eligible for Guilds skill award

THE City and Guilds of London Institute (CGLI) has agreed that the award of a skills testing certificate is appropriate for all artificer apprentices and mechanic candidates of the Marine Engineering Sub-Branch who successfully complete the fitting and turning syllabus and achieve a pass standard in the final trade test at HMS Caledonia or HMS Sultan.

First class eligible for certificates was 01 mechanics' qualifying course in September; next will be 801 artificer apprentices' course in December.

Successful candidates who wish to take advantage of the award scheme will be required to pay a fee of £7 to cover CGLI costs.

Artificers, artificer apprentices, mechanics and POMEMs of the ME Sub-Branch who successfully completed the trade test with mechanic qualifying courses 142 to 156 inclusive or artificer apprentices' courses 782 to 793 inclusive are eligible to apply for the award of the certificate.

Prospective candidates for retrospective award should apply to the Institute using the procedure as laid down.

DCI (RN) 460



## Cashpoint opens in Culdrose

THE FIRST Lloyds Bank Cashpoint machine to be fitted at an RN air station has been opened at Culdrose by Flag Officer Naval Air Command, Vice-Admiral Sir John Cox.

Also, the bank presented a silver trophy to the establishment. It will be known as the Lloyds Bank Cup and awarded as the prize for the inter-departmental and squadron Olympiad.

In return, the commanding officer of Culdrose, Capt. Michael Layard, presented an engraved crest to the manager of the bank's Helston branch, Mr. Derek Cheesbrough.



HMS Illustrious in the South Atlantic, flanked by her two early warning Sea King helicopters. Both carry Searchwater advanced surveillance radar, the aerial of which is housed in the "bucket" seen attached to the sides of the Sea Kings.

# Long-sighted 'eyes' join Illustrious

ROYAL NAVY ships guarding the Falkland Islands are now operating under an early-warning "umbrella" — the capability to detect approaching aircraft well before they reach strike range.

The advanced AEW radar, sorely missed by the Task Force during the campaign, arrived in the South Atlantic at the end of August in Sea Kings of HMS Illustrious.

In a crash programme by Thorn EMI, working in conjunction with Westland Aircraft, Searchwater advanced surveillance radar was installed in two Sea King Mk 2s in early June.

The first operational unit — D Flight of 824 Squadron — formed on June 14, commissioned on July 20 and embarked

in the Illustrious on August 2, the day she left Portsmouth.

Searchwater radar was originally designed for RAF Nimrod aircraft, but has been modified to detect aircraft at long range. The aerial is housed outside the Sea Kings in a "bucket" construction — a swivelling radome attached to the side of the aircraft.

## THEY JUST KEPT FLYING . . .

PERFORMANCE and serviceability of British-built aircraft used by the Royal Navy in the recovery of South Georgia and the Falklands was "outstanding," says a report issued by the Fleet Air Arm.

In the case of the Sea King squadrons, there was over 90 per cent. serviceability, while only one per cent. of planned sorties by Sea Harriers were not achieved through

unservicability, despite the high intensity of flying in April, May and June.

Referring to "remarkable" statistics, the report adds: "These figures reflect great credit on the British workmen who built the aircraft, the Royal Navy's officers and ratings who flew them, and the Fleet Air Arm maintainers who kept them airborne in one of the most inhospitable regions in the world."

The aircraft, which flew a total of 23,725hr. 35min. in April, May and June and carried

out 12,757 sorties and 21,953 deck landings, were Sea Harriers of 800, 801, 809 and 899 Squadrons; Sea Kings Mk 2 (824, 825); Sea Kings Mk 4 (846); Sea Kings Mk 5 (820, 826); Wessex Mk 3 (Antrim and Glamorgan flights); Wessex Mk 5 (845, 847 and 848); Lynx Mk 2 (815); and Wasp Mk 1 (829).

As an example, in one day (May 21), a detachment of Sea King Mk 4 Commando helicopters of 846 Squadron, Yeovilton, lifted 912,000lb. of stores and carried 520 troops.

## MORE DCI

### ★ Reports

DIVISIONAL officer reports on senior rates are to be written more frequently in future.

Under the present regulations it is possible that reports (Forms S264A) are only written on discharge from ship or establishment.

Following representations that such occasional reporting was not in the interests of either the Service or the individual, it has been decided that all ratings should be reported on within their first six months in a division, and otherwise not less frequently than once every 12 months.

The many occasions (additional to 12-monthly intervals) when the forms are to be completed, are listed in the official announcement. For instance, one of them is on the occasion of raising Forms C281 and S264C for roster advancement.

DCI (RN) 472

### ★ Early birds

PERSONNEL considering resettlement in the civil aviation industry are advised to make preparations early. While there is no need to hold an Aircraft Maintenance Engineer's Licence the possession of a licence extends the scope of employment.

An official statement sets out the arrangements for the issue of licences. The Fleet Air Arm Resettlement Officer based at RN air station Yeovilton will provide more information and advice on request.

DCI (RN) 369

### ★ Porton pay

UP TO £70 extra pay (less tax) can be earned by Service men and women who volunteer to take part in medical studies and tests of chemical defence equipment at the Chemical Defence Establishment at Porton.

Whether the money is an inducement or not, the volunteers will be playing an essential part in the development of chemical defence equipment.

DCI (RN) J 479  
DCI (RN) 481

### ★ BR delay

NO firm date is yet available for publication of the new BR covering the naval training system. Current procedures are to remain until production of the BR is complete.

DCI (RN) 430

### ★ Malaria warning

MALARIA acquired abroad kills about ten people a year in the United Kingdom, which is a very sound reason for Service personnel and families, who may be at risk, to be well acquainted with danger areas and remedies.

It should be remembered that even airports in tropical and sub-tropical countries can put travellers in danger.

The standard Service anti-malarial remains Paludrine, which is stated to be the safest drug available, but there are areas where an alternative drug is advisable.

DCI (RN) J 377

### ★ Bosun chines

BECAUSE water has been getting into bosun dinghies through the spray chine securing points, trials were undertaken and have established that the chines are unnecessary. Users may remove the chines, and fill the holes with epoxy resin.

DCI (RN) J 480

### ★ NATO funds

BRITAIN'S defence budget may obtain "substantial relief" from the NATO Common Infrastructure Programme, which is funded by all the Alliance countries and which provides finance for such things as training facilities having a degree of common use or interest.

For the period 1980-84 the amount available is £2,000m. to which the U.K. contribution is 12 per cent.

An official announcement stresses the importance of early consultation in the planning of military projects so that opportunities for NATO funding are not missed.

DCI (RN) J 468

### ★ Cervical smears

NAVAL nurses and Wrens are to be offered routine cervical cytology, but it is stressed that this is a voluntary undertaking.

The announcement says that the taking of routine cervical smears from women below the age of 22 (except in pregnancy or where there is some clinical indication) is an unjustifiable use of resources.

DCI (RN) 462

### ★ Mileage

MOTOR mileage allowances payable to Service personnel serving abroad are set out in an official announcement.

DCI (RN) J 486

### ★ Leadership

TWO-WEEK leadership courses for acting leading rates, and able rates passed for leading, will be conducted in the four leadership schools during 1983.

DCI (RN) 428

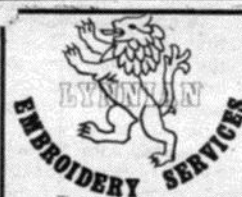
### ★ Mops branch

"DUST control mops are being introduced for Fleet use for cleaning areas where an exceptionally high standard of cleanliness is required," says an Admiralty announcement.

But, it adds, hair brooms must continue to be used for general sweeping purposes.

The allowance of mops will vary from three (offshore patrol vessels) to six (HMS Hermes).

DCI (RN) 431



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HMS Ardent



OF THE 146 gallantry awards made as a result of the Falklands war, naval and Royal Marines personnel gained 88. In the following six pages, Navy News revisits several major actions, describing through the facts contained in citations, many hitherto untold stories of personal courage, self-sacrifice and endurance ...

## Falklands Awards



# Superhuman rescue by Ardent man

AS ARGENTINE Skyhawks screamed over Falkland Sound on May 21, the dying moments of HMS Ardent were lifted by acts of great gallantry above and below decks — including a superhuman effort by an able seaman to save an injured shipmate.

The Ardent was providing defensive cover for the San Carlos landings when she was straddled by two bombs, quickly followed by a hit which destroyed her Seacat missile launcher.

Her defences seriously impaired, eight aircraft made a further onslaught, scoring eight hits and causing severe damage. The damage control parties, working in exposed positions, suffered the most serious casualties. There was widespread flooding and a list developed.

MEA(M)1 Kenneth Enticknapp was in charge of the after damage control party and,

although the area was wrecked by the first bombs and he slightly injured, he continued to lead his team successfully.

The second wave of attacks killed all in his team except himself and AB(R) John Dillon. Now seriously injured, Enticknapp, continued to fight the fire with Dillon until a further bomb felled both men, trapping them under debris.

### Shrapnel

Dillon was knocked unconscious and sustained a large shrapnel wound in his back; Enticknapp had suffered head, face and severe hand injuries — and the dimly-lit compartment was filling with smoke.

When Dillon came around he eventually succeeded in freeing himself and Enticknapp but, in their search for an escape route, the chief fell into a hole in the deck.

Although his companion was heavily built, Dillon managed to drag him to safety and to a hole in the ship's side. By this time the able seaman had suffered burns and his throat was so painful from inhalation of smoke that he could not inflate his lifejacket.

Despite this, fearing that his weakened chief would be dragged beneath the ship, Dillon followed him into the water to pull him away from the ship's side.

HMS Arrow assists HMS Sheffield in her fight to quell the fires which raged through her after the Argentine Exocet attack. The Arrow's commanding officer was among those who won gallantry awards (see Page 18).



## They defied the fires in Sheffield

AS FIRES raged in HMS Sheffield her computer-room crew sacrificed themselves in the attempt to restore power to essential weapons systems.

Their leader was Lieut.-Cdr. John Woodhead, who at the time of the Exocet impact directed damage control near the operations room. As smoke filled section after section around him Lieut.-Cdr. Woodhead continued his work and succeeded in restoring the computer facility.

Later, overcome by smoke, he and his team died at their posts.

In the after-section base POMEM(M) David Briggs had set in motion the initial firefighting effort, later moving to his action station forward where men were being evacuated on to the fore-castle.

However, several times he led his team back into the smoke-filled forward section to recover important equipment necessary to continue the four-and-a-half hour fight to save the ship.

Unable to wear breathing gear due to restricted access through a hatch, Briggs was

overcome by smoke on his last attempt. He was brought out by POMA Gerald Meager, but resuscitation efforts failed and PO Briggs died.

Meager had given immediate first-aid treatment to the more serious casualties and established a casualty centre in the hangar, organising the evacuation of the wounded by helicopter.

On hearing that Briggs was trapped below decks he donned breathing apparatus to bring out him and another unconscious man. Later he supervised the evacuation of the remaining wounded and continued his care for them while on board the rescue ship.

His "selfless dedication" undoubtedly saved life and minimised many injuries.

DSC: Lieut.-Cdr. J. S. Woodhead. DSM: POMEM(M) D. R. Briggs. QGM: POMA G. A. Meager.

DSC: Cdr. A. W. J. West and Lieut.-Cdr. J. M. Sephton. DSM: PO J. S. Leake. GM: AB(R) J. E. Dillon. QGM: K. Enticknapp.

But his exertions, pain and the cold of the sea began to tell. Dillon had no lifejacket, but Enticknapp did, and realising that there was a danger of pushing the man under water if he continued to hold on to him, Dillon moved away to slip beneath the surface.

It was at that moment that salvation came: both men were rescued by a helicopter aircrewman in the nick of time.

### Last-ditch

On deck, the Ardent's guns had been blazing defiantly. After the loss of the Seacat system Lieut.-Cdr. John Sephton, the flight commander, organised the use of small arms by the flight as a last-ditch defence.

He was last seen directing fire on the exposed flight deck, shooting a sub-machine gun vertically into a Skyhawk the instant it dropped the bombs that killed him. Three other flight members died with him.

Also manning a machine gun in Ardent that day was Naafi canteen manager John Leake, enrolled as a petty officer. Using his previous Army training, Leake remained calm throughout the attack, firing large quantities of tracer and inflicting damage on a Skyhawk.

### Calm

The citations for Lieut.-Cdr. Sephton and PO Leake state that they undoubtedly deterred the enemy from making further attacks.

After being hit by no fewer than nine bombs and several rockets, the Ardent was abandoned. Her commanding officer, Cdr. Alan West, had continued to fight the ship "in the face of extreme adversity".

Without his calm and courage and personal direction in the face of overwhelming odds, far greater loss of life might have occurred, states the citation.

# Flight into the

WHEN A BOMB, rockets and possibly napalm rained down on RFA Sir Galahad, acts of selfless courage shone through the blackest day of the war.

Among them, a man who gave up his life to save another; a man who entered and re-entered the inferno to search for trapped men; and several naval aircrew who flew their helicopters amid dense smoke and exploding ammunition to pluck survivors from the ship.

The landing ships Sir Galahad and Sir Tristram were caught by Argentine Skyhawks as they disembarked troops and equipment in Fitzroy Creek on June 8. Worst hit was the Galahad and the engine room quickly filled with thick black smoke.

Second Engineer Officer Paul Henry, RFA, and Third EO Christopher Hailwood were in the main control room as a junior officer fought his way to them from the after end.

Henry told the man to take the breathing apparatus and get out of the engine room when they would follow. But they could not follow; both Henry and Hailwood died. "By this unselfish and

courageous act," reads the citation, "he (Henry) saved the junior officer's life at the same time as sacrificing his own."

Meanwhile, Third Officer Andrew Gudgeon, RFA, wearing breathing apparatus, entered the burning accommodation area to search for trapped men. He found someone alive at the foot of a ladder and, after an unsuccessful attempt to move him, sought assistance. As there was not another breathing apparatus he returned to make another rescue attempt, but the man died.

### Desperate rescues

Around the fiercely burning ship desperate rescues were being carried out by small craft and helicopters.

One bomb had fallen within 10ft. of Landing Craft Utility F1, coxed by CSgt. Michael Francis, RM. Under the threat of another raid, Francis took his craft alongside the Galahad, embarking about 100 men, many badly wounded.

After landing them, he returned to the ship, by then an inferno, to take off the few remaining survivors still on board and to help liferafts to the shore.

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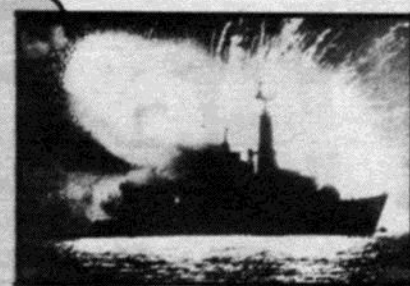
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# Seven days with a bomb in the mag.



HMS Antelope at the moment the bomb on board detonated.  
Picture: Martin Cleaver.

## Antelope took it all so calmly

THREE DAYS after HMS Ardent had been sent to the bottom, her sister-ship HMS Antelope faced renewed Skyhawk attacks in San Carlos Water.

During the initial stages of that action *LS(R) Jeffrey Warren* manned the starboard 20mm gun and shot down one Skyhawk. Later, when a bomb detonated on board he joined a small team who attempted to extinguish the fire, although he had no protective gear.

He saved the life of a fellow member of his team by pulling him clear when he was overcome by smoke and about to fall into a hole in the ship's side. Although affected by smoke himself, Warren joined another firefighting team — and when they ran out of resources he helped the commanding officer, *Cdr. Nicholas Tobin*.

After the attacks, *Cdr. Tobin* anchored and calmly organised his ship's company before an unsuccessful attempt was made to defuse an unexploded bomb amidships.

### 'EXEMPLARY'

The ensuing explosions ripped the ship apart, starting uncontrollable fires and threatening further explosions from the ship's magazine. *Cdr. Tobin* gave orders to abandon ship, without which great loss of life would have occurred.

A citation states: "Throughout the day *Cdr. Tobin* led his team in an exemplary manner with great courage and foresight."

*CSgt. Brian Johnston*, RM, coxswain of Landing Craft Utility F4, was working in the vicinity of the Antelope when the bomb detonated. Without hesitation he laid his craft alongside the stricken ship to take off more than 100 men.

Sadly, the landing craft, from HMS Fearless, was attacked by enemy aircraft in Chisleul Sound on June 8. *CSgt. Johnston* and five of his crew were killed.

DSC: *Cdr. N. J. Tobin*.  
DSM: *LS(R) J. D. Warren*.  
QGM: *CSgt. B. Johnston*.

## KEY TO MEDALS

HERE are the full titles of gallantry awards referred to in these pages. The figures in brackets show the numbers of each decoration won by RN, RFA, Merchant Navy and Royal Marines personnel in the Falklands and South Georgia.

DSO: Distinguished Service Order (17)  
DSC: Distinguished Service Cross (28)  
MC: Military Cross (5)  
DFC: Distinguished Flying Cross (2)  
AFC: Air Force Cross (2)  
GM: George Medal (2)  
DSM: Distinguished Service Medal (12)  
MM: Military Medal (10)  
DFM: Distinguished Flying Medal (1)  
QGM: Queen's Gallantry Medal (8)

MEN LIKE *Lieut.-Cdr. Brian Dutton* have good reason to understand why San Carlos Water became known as Bomb Alley during the latter part of May.

*Lieut.-Cdr. Dutton*, officer-in-charge of Fleet Clearance Diving Team 1 and already the holder of the Queen's Gallantry Medal, was called on to remove one of two unexploded bombs from HMS Argonaut after Argentine air attacks on May 21.

The 1,000-pounder ripped through the ship and landed in — of all places — the frigate's forward Seacat magazine. It was lodged between two missiles and surrounded by damaged and extremely dangerous ordnance.

### Ingenuity

So perilous would it have been to defuse it there that he decided to lift it from the magazine and hoist it overboard, a complex manoeuvre involving removal of ammunition and cutting through sections of the ship's structure.

During the seven long days of the operation the ship came under further air attacks — and the slightest jar or disturbance to the precise lifting angle would have resulted in an explosion causing the loss of the ship.

Despite everything the operation was a success — thanks largely to *Lieut.-Cdr. Dutton's* skill, ingenuity, determination, steadfastness and courage.

### Stamina

Qualities of "cool thinking, as well as courage and stamina" are attributed in the citation to *Sub-Lieut. Peter Morgan*, who was officer of the watch when the ship was attacked on May 21.

Bomb damage put both engines out of action and jammed the rudders — with the ship at full ahead speed and pointing at the coastline.

*Sub-Lieut. Morgan* almost certainly saved the ship from going aground by racing to the fore with two others to let go an anchor and stop her.

Then, in his capacity as officer-in-charge of the ship's diving team, he led his men on a



Hanging their hats and caps on an Argentine mine are eight bomb disposal experts, all now serving in HMS Vernon, who won gallantry medals, honours or were mentioned in despatches during the Falklands war. From left to right are *Lieut.-Cdr. Brian Dutton*, *FCPO Mick Legge*, *CMEM(M) Tyrone Smith*, *LS(D) Charles Smithyard*, *CPO(D) Len Hewitt*, *CPO(D) Graham Trotter*, *FCPO(D) Mick Fellow* and *CPO(D) Ben Gunnell*. The mine, brought back by HMS Junella, is now a star attraction in Vernon's museum.

Picture: John Cunningham, HMS Vernon.

two-day survey and repair of below-the-waterline bomb damage, twice diving into the flooded forward magazine, knowing that apart from the hazards of twisted and jagged metal there was also an unexploded bomb there.

Another man who had a hand in saving the ship was *CMEM(M) Michael Townsend*, who showed fearlessness and resolute stamina in tackling the severe damage caused by both unexploded bombs.

In the boiler room, where the other bomb had come to rest, he patched up a 4ft. diameter waterline hole, at one point hanging over the side of the ship during air attacks and later as the ship was under tow.

He then attacked the flooding and damage caused by the magazine bomb and for 48 hours continued to search compartments flooded with diesel fuel.

The boiler-room bomb was made safe by two members of the Royal Engineers, *WO2 John Phillips*, who was awarded the DSC, and *Staff Sgt. James Prescott*, Conspicuous Gallantry Medal, who was subsequently killed while attempting to defuse a bomb in HMS Antelope.

Despite being unable to move for nine days after being bombed, the Argonaut, with the battle raging around her, continued to use her weapons defensively.

The citation pays tribute to the "remarkable resilience, courage and leadership" of her commanding officer, *Capt. Christopher Layman*, which enabled the ship not only to survive this period but leave San Carlos under her own steam and make her own way home.

### Unnerving

"His calm and determined approach in this most unnerving of situations, which would have broken many, is typical of the man and his achievements."

Dubious honour of "hosting" the Falklands conflict's first unexploded bomb alert had fallen to HMS Antrim earlier that fateful May 21.

And in many ways the circumstances were similar to one of Argonaut's — the 1,000-pounder had come to rest close to the Seaslug missile magazine and because, in this case, it was impossible to know whether it was armed, it was decided to move it and lower it into the water, an operation

hampered by further air attacks.

The men led by *FCPO(D) Michael Fellows* had to stay close to the bomb to prevent it from being jarred, at the same time fighting off smoke from burning materials. It took them ten hours to dispose of the bomb and damaged pyrotechnics from the magazine.

*FCPO(D) Fellows* is praised in the citation for his devotion to duty and disregard for personal safety; and the team for their conspicuous bravery — a major factor in safeguarding the ship and her crew.

It wasn't missiles or ordnance which surrounded the 1,000lb. unexploded bomb in RFA Sir Galahad on May 25 but a different kind of danger — acid splashed around the compartment from broken batteries.

### Impeccable

Again, it was decided to raise the bomb and dispose of it overboard, a task accomplished overnight by men of the Fleet Clearance Diving Team 3 led by its officer-in-charge, *Lieut. Bernie Bruen*, who showed "great personal courage and impeccable leadership."

During the operation *Chief Engineer Officer Charles*

*Adams*, RFA, spent a considerable time in the compartment, giving much valuable advice and assistance, and then early on May 27 volunteered for a similar task with an unexploded bomb in RFA Sir Lancelot, showing courage, determination and professionalism throughout.

### Squalls

It was again in Sir Lancelot that on May 28 *CPO(D) Graham Trotter* and Fleet Clearance Diving Team 3 had to conduct a complicated operation to remove an unexploded bomb from the film store and lower it into the sea.

The manoeuvre involved clearing a great deal of debris and was complicated by, among other things, air attacks and fierce squalls, and *CPO Trotter* provided drive and resourcefulness in leading his courageous and determined team.

DSO: *Capt. C. H. Layman*, *Lieut.-Cdr. B. F. Dutton*. DSC: *Lieut. N. A. Bruen*, *Sub-Lieut. P. T. Morgan*, *FCPO(D) M. G. Fellows*. DSM: *CMEM(M) M. D. Townsend*, *CPO(D) G. M. Trotter*. QGM: *Chief Engineer Officer C. K. A. Adams* RFA.

# face of danger

Thirteen days earlier Francis had taken his LCU alongside the stricken HMS Antelope to help with firefighting, remaining there until ordered to withdraw because of the considerable danger to his craft.

### Helicopters' role

In the blackened air above the Galahad, aircraft of 825 Naval Air Squadron were playing their part. The squadron, commanded by *Lieut.-Cdr. Hugh Clark*, had been hastily formed from an anti-submarine training unit and had arrived in the Falklands short of equipment, with no operational experience and little training in the support role.

Nevertheless, under *Lieut.-Cdr. Clark's* leadership they rapidly learned the necessary skills to form an effective and efficient organisation.

During the Galahad rescue, *Lieut.-Cdr. Clark* showed total disregard for his own safety, as did the pilots of two other helicopters which joined the operation — a Sea King and Wessex captained by *Lieuts. John Boughton* and *Philip Sheldon*. They picked up troops from a confined deck close to masts and rigging and with little clearance.

The timely evacuation of the ship was largely

due to the personal qualities of leadership and courage shown by her commanding officer, *Capt. Philip Roberts*, RFA. Since May 21 his ship had been under air attack and had already been abandoned once in San Carlos Water while a 1,000lb. unexploded bomb was defused on board (see story above).

RFA Sir Tristram was the first landing ship to re-supply Fitzroy, unescorted and without adequate air defence or warning. When the devastating attack came she was still loaded with ammunition, but by personal example and courage her commanding officer, *Capt. George Green*, RFA, successfully evacuated the ship with the exception of two crewmen who were killed by one of the bombs.

DSO: *Capt. P. J. G. Roberts*, RFA. DSC: *Capt. G. R. Green*, RFA and *Lieut.-Cdr. H. S. Clark*. DSM: *CSgt. M. J. Francis*. GM: *Second EO P. A. Henry*, RFA. QGM: *Lieuts. J. K. Boughton* and *P. J. Sheldon* and *Third Officer A. Gudgeon*, RFA. (*Lieut.-Cdr. Clark* also won the Duke of Edinburgh Helicopter Rescue Award presented by the Guild of Air Pilots and Air Navigators.)



A Sea King braves the smoke and the risk of more explosions to rescue men from the burning Sir Galahad. Three helicopter pilots won gallantry awards.

Picture: Martin Cleaver.



# The brilliant leaders of Bomb Alley

COMMANDING officers of ships which played such a vital part in fending off the enemy in Bomb Alley — and most of which were also closely involved in other areas of the operation — figure prominently in the awards for distinguished service.

The fact that HMS Brilliant, for example, was involved in so many of the significant incidents of the conflict is described in the citation for her commanding officer, **Capt. John Coward**, as no coincidence . . . "but a reflection on the outstanding initiative, determination and bravery which he displayed at every stage of the operation."

The Brilliant was involved in the later stages of the South Georgia operation and the Sante Fe incident and quickly rejoined the main battle group, engaging the enemy on every conceivable occasion in the Total Exclusion Zone.

Capt. Coward's ship shot down several enemy aircraft and he "seized every opportunity to volunteer his ship for dangerous night raids through the Falkland Sound and assisted with several difficult missions to infiltrate special forces."

Escorting the amphibious group into Bomb Alley, his ship was in the thick of the action during heavy air raids for the whole of D-Day, and despite damage which put most of his weapon systems out of action he was determined to stay in the area for the second day and "take on the enemy with whatever means remained at his disposal."

Even on retiring eventually from the amphibious operations area for repairs, he engaged the

re-supply vessel Monsoon, causing her to run aground.

Another ship in the thick of the action from South Georgia onwards was HMS Plymouth, whose commanding officer, **Capt. David Pentreath**, showed "outstanding leadership and courage" as well as "verve, initiative and great skill."

## Night runs

The Plymouth accounted for several enemy aircraft in Bomb Alley, deliberately drawing fire away from amphibious shipping, and even after she was damaged, Capt. Pentreath "maintained an aggressive and resolute posture."

HM ships Intrepid and Fearless were repeatedly under air attack during the landings and undertook escorted runs at night to insert or recover landing craft while under threat of Exocet and surface craft attack.

The Intrepid's commanding officer, **Capt. Peter Dingemans**, "took the closest personal



HMS Plymouth, damaged by bombs and in danger of destruction, lies anchored in Falkland Sound under the threat of further attacks. Even so, she "maintained an aggressive and resolute posture" under her commanding officer, **Capt. David Pentreath**.  
Picture: LA(Phot) Paul Gibson

charge of his ship's company, fought his ship magnificently, as well as providing every possible assistance to frigates, aircraft and landing ships. His example, energy and leadership were of the highest order."

**Capt. Jeremy Larken**, commanding officer of the Fearless, "displayed the finest qualities of leadership, energy, determination and tactical thought," and during air attacks conducted his ship's defence personally from the exposed gun direction platform.

## Untiring

"His untiring energy and dogged attitude to pressing forward with the operation was a great support to the Task Group Commander and with him lies, in considerable measure, much of the credit for the successful outcome of the endeavour."

HMS Arrow, which took part in the operation from start to finish and conducted many shore bombardments, was also the ship which unhesitatingly went alongside the stricken HMS Sheffield at considerable risk to enhance the firefighting effort and rescue survivors.

The Arrow also took part in the defence of San Carlos Water and under intense air attacks

her commanding officer, **Cdr. Paul Bootherstone**, "fought his ship with courage and determination, despite many near misses, and contributed very significantly to the protection of amphibious shipping and the attrition of enemy aircraft."

## Workhorse

HMS Yarmouth is described in the citations as "willingly the workhorse of the Task Force." She accounted for several enemy aircraft in Bomb Alley; carried out much gunfire support; recovered survivors; towed HMS Sheffield; went to South Thule — "generally always appearing in the right place at the right time."

It was remarkable that she came through the operation unscathed and her success spoke volumes for the "professionalism, courage and leadership" of her commanding officer, **Cdr. Anthony Morton**.

For seven gruelling nights close inshore in uncharted waters, the commanding officer of HMS Glamorgan conducted

the entire Bluff Cove / Goose Green landing deception plan on his own.

The activities of **Capt. Michael Barrow** and his ship left the Argentines in doubt, at least until the morning of D-Day, as to the real whereabouts of the landings.

When the Glamorgan was struck by a shore-based Exocet near the end of the campaign, Capt. Barrow's calm and inspiring leadership was reflected in the efficient, workmanlike way in which the ship recovered.

## Inspiration

Tributes are also paid in the citations to the commanding officers of three comparatively lightly-armed ships of the Royal Fleet Auxiliary which suffered their share of intense air attack in Bomb Alley.

**Commodore Samuel Dunlop**, senior officer of the RFA and commanding officer of Fort Austin — first ship to be deployed south, with her anti-submarine Sea King helicopters — "displayed considerable

qualities of leadership, steadiness and aggression and was an immense inspiration to those under him."

**Capt. David Lawrence**, of Sir Geraint, which was involved in the dangerous task of re-supplying troops to Teal Inlet, showed "courage, leadership and energy" to carry his ship and her Chinese crew through a dangerous and difficult period of duty.

**Capt. Anthony Pitt**, of Sir Percival, which made the first unescorted ammunition run to Teal Inlet, "displayed considerable qualities of leadership, co-operation and courage in commanding a ship which was ever ready to perform a task."

**DSO:** Commodore S. C. Dunlop RFA, Capt. J. F. Coward, Capt. P. G. V. Dingemans, Capt. E. S. J. Larken, Capt. D. Pentreath, Capt. M. E. Barrow. **DSC:** Capt. D. E. Lawrence RFA, Capt. A. F. Pitt RFA, Cdr. P. J. Bootherstone, Cdr. A. Morton.

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## Broadsword 'always



HMS Broadsword during the height of the conflict.



# Coastline daring of Conqueror

AMONG the missions undertaken by HM submarine Conqueror after she torpedoed the Argentine cruiser General Belgrano was a daring penetration of Gulf San Matias, half-way up the enemy coastline. Her commanding officer, *Cdr. Christopher Wreford-Brown*, took his boat in

# HERMES WENT ALONE ON RAID

HMS HERMES had to go unescorted by surface ships to take part in the Pebble Island operation on the night of May 14.

Atrocious weather had hit the Task Force and winds of up to 75 knots had forced the carrier escorts to slow, leaving the Hermes to proceed alone.

On board, 826 Naval Air Squadron had the responsibility of providing anti-submarine cover and surface warning for the flagship without which the SAS raid could not have been mounted.

In command of the Sea King squadron was *Lieut.-Cdr. Douglas Squier* and he unhesitatingly led his men through conditions that night which were way outside the limits of helicopter operations.

Throughout the Falklands conflict "He held his squadron together and maintained their exceptionally high morale through what must be one of the longest sustained periods of continuous, intensive flying in the history of British aviation." The squadron lost two aircraft during the campaign but "remained remarkably firm."

Also taking part in the Pebble

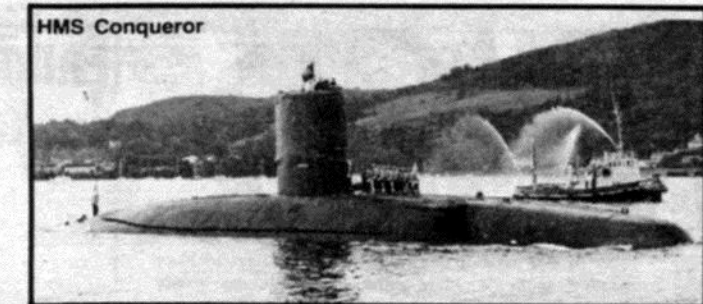
Island raid — which destroyed 11 Argentine aircraft on the ground — was Sea King pilot *Lieut. Nigel North* of 846 Squadron. He flew at night at low level above difficult terrain, often in appalling weather and visibility.

## Prime target

Between May 1 and 19 846 Squadron carried out 26 operational night sorties to insert, resupply and extract reconnaissance patrols in East and West Falkland.

HMS Hermes's "resounding success" in her role as flagship owed enormous credit to the leadership and courage of her commanding officer, *Capt. Linley Middleton*, states his citation.

Working tirelessly under the constant strain of war, and in



HMS Conqueror

during rough weather in water only 27 fathoms deep. One crisis for the boat came on May 25 when, patrolling north of the Falklands, a floating wire aerial fouled the Conqueror's propeller causing cavitation and noise.

*APO(S)(SM) Graham Libby* volunteered to carry out a dive to free the obstruction, aware that if detected by Argentine aircraft the surfaced submarine would have to dive without him.

Battered by heavy waves which threatened to part his lifeline, he worked in

## Falklands Awards



dark, freezing and terrifying conditions for 20 minutes, eventually clearing most of the obstruction to allow the submarine to continue her patrol.

DSO: *Cdr. C. L. Wreford-Brown*.

DSM: *APO(S)(SM) G. J. R. Libby*.

# Sea King foxed enemy fighters

ONE of the most outstanding Sea King pilots in the Falklands war cheated death just two days before the end of the conflict when his aircraft was "jumped" by two Argentine Skyhawk jets.

*Lieut.-Cdr. Simon Thornewill*, commanding officer of 846 Naval Air Squadron, was flying his helicopter in the Mount Kent area on June 13 when the enemy planes swooped in from astern. In a series of evasive manoeuvres, and with the help of his aircrewman, he dodged the jets, although a cannon shell had passed through the main blade spar.

It was just one of the many acts of cool courage shown by the Task Force helicopter crews, often flying in the face of air and ground attack.

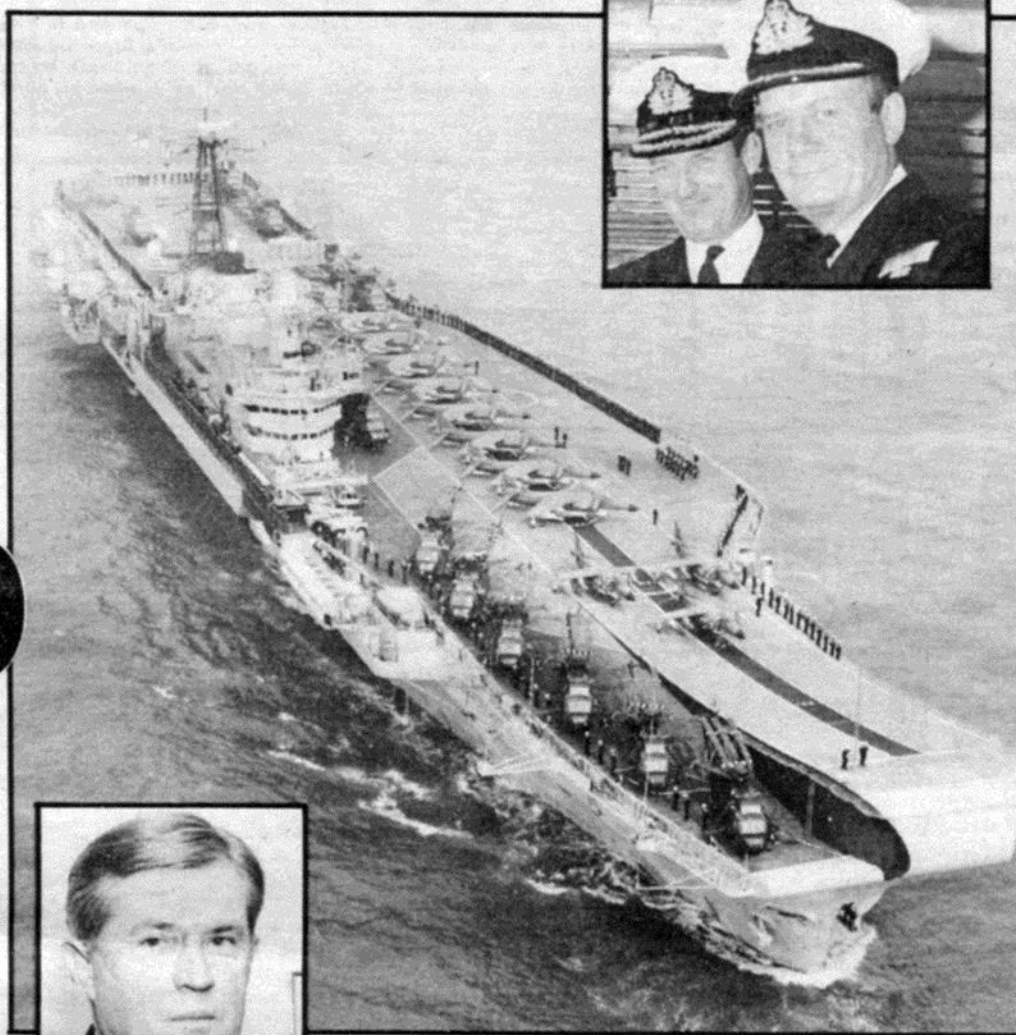
Flying tirelessly and for long hours, 847 Squadron was under the "determined and selfless" leadership of *Lieut.-Cdr. Michael Booth* and took part in the recapture of Port Stanley. It had been formed from scratch in the UK.

## 1,400 SORTIES

*Lieut.-Cdr. Hugh Lomas* commanded a large detachment of 845 Squadron during the landings at San Carlos and the operation to take Port Stanley. He, like *Lieut.-Cdr. Thornewill* and *Booth*, made a substantial contribution to the support of the ground forces, flying long hours in the most arduous conditions. During the conflict, 820 Squadron flew more than 1,400 anti-submarine sorties under the command of *Lieut.-Cdr. Ralph Wykes-Sneyd*.

They were in the air 64 days out of 66 on a 24-hour basis, most of the sorties being made at night, in poor weather or in fog. *Lieut.-Cdr. Wykes-Sneyd's* own flying skills were exceptional, setting a standard which inspired fine achievements from his men.

DSC: *Lieut.-Cdr. S. C. Thornewill*, *M. D. Booth* and *H. J. Lomas*. AFC: *Lieut.-Cdr. R. J. S. Wykes-Sneyd*.



the knowledge that his ship was a prime target, he ensured that the Hermes remained at the peak of her operational efficiency.

His opposite number in HMS *Invincible*, *Capt. Jeremy Black*, also displayed "outstanding qualities of professionalism,

leadership and stamina."

The *Invincible* was continually at sea for longer than any other Royal Navy ship before her and had to stay in the South Atlantic after the fighting was over.

DSO: *Cpts. L. E. Middleton* and *J. J. Black*. DSC: *Lieut. N. J. North*. AFC: *Lieut.-Cdr. D. J. S. Squier*.

HMS Hermes on her way to the South Atlantic. Inset are (top) *Capt. Jeremy Black* of HMS *Invincible* with the Task Force commander, *Rear-Admiral J. F. Woodward*, and (bottom) *Capt. Linley Middleton* of the Hermes.

# Secret warrior died in crash

SOME citations in the honours list are brief and general in their terminology, indicating that their recipients were involved in covert missions.

Among them were *A/Sgt. ACMN Michael Love*, RM, who was killed during the campaign, and *Sgt. Thomas Collings*, RM.

*Sgt. Love* completed seven missions and "displayed remarkable skill, bravery and resilience." He and 19 others died when the Sea King in which they were flying crashed into the sea shortly before the San Carlos landings on May 21.

*Sgt. Collings*, who took part in several hazardous actions, "often provided accurate appraisals of the hostile units which were of great assistance to his commanding officer."

DSM: *Sgt. M. D. Love*. MM: *Sgt. T. Collings*.

# in the right place'

ONE SHIP which was involved in more action with the enemy than most during the conflict was HMS *Broadsword* — and, says a citation, her outstanding contribution to the success of the operation owed much to the "brave and inspiring leadership under the most testing conditions" of her commanding officer, *Capt. William Canning*.

From the outset, *Capt. Canning* calmly accepted the difficult and wearying task of "carrier goalkeeper" without demur and with supreme professional skill, "developing the technique to a fine art, always in the right place at the right time in fair or foul weather for weeks on end."

On one occasion HM ships *Broadsword* and *Coventry* were hit from the air, the *Coventry* capsizing within 15 minutes, and despite damage to his own ship *Capt. Canning* directed the rescue of survivors extremely calmly and bravely.

"... His exemplary behaviour under fire and in the face of disaster was noted by all who heard his voice, quietly managing and reporting events as they occurred."

"This was the cool professional entirely in charge of himself, even after four days of gruelling and bloody work protecting the

ships in the amphibious operating area while under repeated and heavy air attack."

In attacks between May 21 and 26, two of four aircraft shot down by the ships were claimed by a battery manned by a mixed group of seamen and Marines on the signal deck trained and led by *Sgt. William Leslie*, who, unperturbed at being narrowly missed by a 30mm cannon shell, continued coolly to guide and encourage his men.

## Liferaft bravery

During the rescue of survivors from the *Coventry*, *CPOACMN Malcolm Tupper*, an exemplary squadron chief aircrewman, volunteered to be lowered into a liferaft to aid hypothermic, shocked and wounded men, eventually becoming close to hypothermia himself.

His 150 flying hours from the San Carlos landing to the Argentine surrender also included an incident in which he warned of two hostile aircraft about to attack his helicopter and then calmly passed contact reports to the pilot, enabling him to take evasive action.

DSO: *Capt. W. R. Canning*. DSM: *Sgt. W. J. Leslie* RM, *CPOACMN M. J. Tupper*.

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# SEA HARRIER PILOTS WIN FIVE DFCs



Cdr. Sharky Ward... he shot down three Argentine aircraft.

FOUR Sea Harrier pilots who flew 50 operational missions each, and one who was killed on his 29th, have been awarded the Distinguished Service Cross.

Cdr. Nigel "Sharky" Ward, already a holder of the Air Force Cross, shot down three Argentine aircraft — a Mirage, a Pucara and a Hercules.

As commanding officer of 801 Squadron flying from HMS Invincible, he flew by day and night, often in "marginal" weather conditions, setting a fine example of determination, skill and disregard for personal safety.

The commanding officer of 800 Squadron, Lieut.-Cdr. Andrew Auld, on occasions flew four sorties a day, in one action attacking four low-flying Mirages. After destroying two with missiles he was engaging a third with guns when it was hit by a missile from his wing-man.

He also led the first strike of nine aircraft at low

level in the face of heavy anti-aircraft fire on Port Stanley airfield. After that he led many other dangerous, low-level attacks with great courage.

Lieut.-Cdr. Neil Thomas, commanding officer of 899 Squadron in HMS Hermes, shot down one of a wave of four Skyhawks.

## High stress

He, too, flew up to four sorties a day and took part in the airfield strike on May 1. He brought his shore-based training squadron, with several pilots incompletely trained, to success in combat against heavy odds in less than a month.

Lieut.-Cdr. Gordon Batt died in a night mission after many air defence and ground attack missions, notably the leading of an attack on the airstrip at Goose Green on May 4, when his number two was shot down and killed.

He faced danger and high stress "with character-

## Falklands Awards



istic cheerfulness which was a fine example to the other aircrew."

First-tour pilot Lieut. Stephen Thomas was involved in four separate actions against Argentine aircraft, acquitting himself exceptionally well.

One aircraft was destroyed by him and in another action he and his partner were attacked by three Mirages firing missiles, but the Harriers turned the tables by shooting down two and damaging the third.

On one occasion Lieut. Thomas's Harrier was hit by anti-aircraft fire and communications were lost. Despite this he was able to return to his ship. In two of the actions he was left with barely sufficient fuel to return to his carrier 150 miles away.

# One-man blitz on enemy post

TO 42 COMMANDO Royal Marines fell the task of capturing Mount Harriet, just a couple of miles west of Port Stanley, as the British land forces squeezed the Argentines to the point of surrender.

As 45 Commando began their night advance on nearby Two Sisters, 42 Commando slipped silently into the rocky crags of Mount Harriet and attacked strongly held positions from the rear.

It was a brilliant manoeuvre, executed with verve and dash by

the men of 42 and planned by their commanding officer, Lieut.-Col. Nick Vaux. His leadership had been an inspiration since the amphibious landing at San Carlos, and his strategy for the capture of Mount Harriet resulted in far fewer Royal Marines casualties than might have been anticipated.

As the battle erupted over the mountain, Cpl. Steve Newland became involved in a spectacular action. When his section became pinned down by machine gun fire from a cliff above them, Cpl. Newland ignored the dangers, scaled the cliff and, single-handedly, attacked the enemy with bullet and grenade.



Cpl. Newland... he ignored the dangers.



Royal Marines yomp over Mount Kent after six days of freezing gales and little shelter. Both 42 and 45 Commandos won many gallantry medals on similar craggy ridges during the subsequent battles for Mount Harriet and Two Sisters. Picture: PO(Phot) Pete Holdgate

Although wounded in both legs he continued to engage the Argentine soldiers and directed his own men to their positions.

Capt. Peter Babbington was commanding the leading company, K Coy, when the fighting broke out. In the midst of a ferocious exchange he calmly directed his men and used his tactical and support weapons to devastating effect.

## Shock action

Cpls. Mike Eccles and Chrystie Ward were both in charge of K Coy sections when the battle began. Much of the fighting was at close quarters among the rocks, and their decisive and inspired leadership proved crucial.

Both men led from the front to exploit shock action and overrun positions by a series of assaults against machine-gun nests and snipers. Several men

were wounded and their sections became even more depleted as more and more enemy surrendered and had to be guarded.

But both Cpl. Eccles and Cpl. Ward pressed on relentlessly, inflicting sufficient casualties for the remaining Argentines to abandon further resistance.

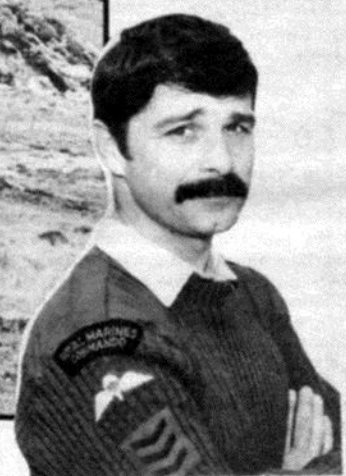


Cpl. Ward (left) and Capt. Babbington... their leadership proved crucial in the battle for Mount Harriet.

Two Royal Marines sergeants played vital roles in the securing of intelligence in the days preceding the attack on Mount Harriet. Sgt. Joe Wassell led a four-man team in the Mountain and Arctic Warfare Cadre on several particularly dangerous



Sgt. Collins... led minefield reces.



Sgt. Wassell... led several dangerous scouting missions.

missions, including a detailed night reconnaissance of nearby Goat Ridge.

At times he and his men were within feet of the enemy. They produced a detailed map and called down artillery fire to within 20 yards of their own positions.

Sgt. Michael Collins volunteered to look for a way through unmarked minefields blocking the advance. One member of the patrol lost a leg, but Sgt. Collins again volunteered to lead a second recon. Despite detection and coming under heavy fire, his patrol made a vital contribution to the overall success of the operation.

DSO: Lieut.-Col. N. F. Vaux; MC: Capt. P. M. Babbington; MM: Sgts. M. Collins and J. D. Wassell, and Cpls. S. C. Newland, M. Eccles and C. N. H. Ward.

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## The calm of Capt. North

"WHEN THE ship was hit on May 25, Capt. North was a tower of strength... he left the ship last with enormous dignity and calm... A brilliant seaman, brave in war, immensely revered and loved, his contribution to the campaign was enormous..."

So reads the citation for Capt. Ian North, master of ss Atlantic Conveyor who perished in the water after his ship was hit by at least one Exocet missile.

Before the Conveyor was abandoned another act of exceptional bravery took place

below decks: At the time of impact, Third Engineer Brian Williams was in the engine control room with the mechanic. The man was trapped and seriously injured as a result of the explosion and, realising more help was needed, Mr. Williams left the smoke-filled compartment to enlist the aid of the doctor and a PO engineer.

Armed with asbestos gloves and fresh breathing apparatus, he again braved the appalling heat and smoke — but as the three men approached the trapped mechanic, conditions became unbearable and the mission had to be abandoned.

Many survivors from the ship were rescued by HMS Alacrity, whose commanding officer, Cdr. Christopher Craig, drove the frigate as close alongside as possible despite raging fires and imminent danger of explosions from the Conveyor's ammunition and fuel.

Earlier in the campaign he had shown "aggressive flair" in the face of the enemy, undertaking clandestine operations as well as the first penetration of Falkland Sound, which at the time was suspected of being mined.

DSC: Capt. I. North, MN and Cdr. C. J. S. Craig. QGM: Third Engineer B. R. Williams, MN.



# Royals flew to aid of 2 Para

FROM the first day of operations, the Gazelle and Scout helicopters of 3 Commando Brigade Air Squadron gave outstanding support to the Brigade, often in appalling weather conditions, and in the face of Argentine fighters and anti-aircraft fire.

Losses were severe, but the squadron was led both on the ground and in the air by Major Charles Cameron, whose inspired command ensured that no call for help went unanswered.

The squadron was heavily involved in support of the 2nd Battalion the Parachute Regiment during the fierce battles

# MOUNTAIN VALLOUR WINS NINE AWARDS

**MARINE** Gary Marshall's patrol was probing Argentine positions near Two Sisters, a ridge not far from Port Stanley, when he dashed through enemy fire to secure a vital position and destroy two enemy machine gun posts that had been dominating the area.

It was an early thrust in the battle for Two Sisters which was to win for 45 Commando Royal Marines a total of nine gallantry medals and a dozen mentions in despatches.

Three nights earlier **Lieut. Chris Fox** had led a reconnaissance patrol close to the enemy on Two Sisters. He called down accurate fire on the Argentine positions even though attacked by greatly superior forces. Wounded, he extricated his men with information that played a vital part in the capture of Two Sisters a week later.

His father, **Capt. R. H. Fox RN**, Assistant Chief of Staff (Operations and Plans) to C-in-C Fleet, was appointed CBE in the Falklands honours list.

As the preliminaries to the final assault heated up, **Lieut. David Stewart** led a fighting patrol to harass the enemy. His troop moved undetected across open ground, infiltrated the Argentine position and became involved in a fierce fire fight.

## Shattering

The small party of Marines inflicted numerous casualties on the Argentines and made their escape unscathed — an action which had a shattering effect on the enemy soldiers and paved the way for 45 Commando's main attack two days later.

The final action against strongly held enemy positions on the craggy hill began with a silent advance on the night of June 11-12. The Commando succeeded brilliantly in getting on to Two Sisters

undetected, but fierce fighting broke out when they were discovered.

At the height of it, **Lieut. Clive Dytter** and his troop came under a hail of fire. In the culminating feat of a highly successful action, **Lieut. Dytter** led his men forward against an enemy machine gun in a strong position.

**Cpl. Julian Burdett's** section was hard-hit by mortar fire. Two of his men died instantly and he himself was severely wounded. But he continued to rally his men as they moved forward, passed back vital reports on enemy positions and organised the evacuation of his wounded.

**Cpl. David Hunt**, another section commander, was also wounded during the battle, but continued to lead his men and give accurate reports on which was based supporting artillery fire.

**Acting Cpl. Andy Bishop** took charge when his section commander was killed by intense machine gun fire. He rallied his men and led them to assault and capture the enemy position.

When the hill was secure the next morning, **Cpl. Harry Siddall** was sent to scout for a suspected enemy mortar position towards Mount Tumbledown. He came across a four-man enemy patrol and opened fire, killing one and capturing the other three.

## Meticulous

In charge of 45 Commando was **Lieut.-Col. Andrew Whitehead**, whose meticulous planning and calm leadership was demonstrated as his men yomped every foot of the way from San Carlos to Port Stanley, by their aggressive patrolling, and by their steadiness under fire before, during and after the battle for Two Sisters.

**DSO:** **Lieut.-Col. A. F. Whitehead.**  
**MC:** **Lieuts. C. Fox, D. J. Stewart** and **C. I. Dytter.** **MM:** **Cpls. D. Hunt and H. Siddall, Acting Cpl. A. R. Bishop,** and **Marine G. W. Marshall.** **DCM:** **Cpl. J. Burdett.**

# SOUTH ATLANTIC HONOURS AND AWARDS

## HONOURS

### KCB

**Maj.-Gen. J. J. Moore**, Commander Land Forces Falkland Islands (MOD London); **Rear-Admiral J. F. Woodward**, Commander British Naval Task Force (Flag Officer First Flotilla).

### CB

**Commodore M. C. Clapp**, Commodore Amphibious Warfare; **Brig. J. H. A. Thompson**, RM, Commander 3 Cdo. Brigade; **Rear-Admiral A. J. Whetstone**, Chief of Naval Staff (Ops).

### GBE

**Admiral Sir John Fieldhouse**, Commander-in-Chief, Fleet.

### KBE

**Vice-Admiral D. J. Hallifax**, Chief of Staff to CINCFLFET (Deputy SALANT).

### CBE

**Capt. P. Badcock**, senior naval officer Stena Seaprep (Staff of FO Portsmouth); **Capt. N. J. Barker**, commanding officer Endurance; **Capt. C. P. O. Burne**, senior naval officer ss Canberra (commanding officer Glamorgan); **Capt. R. H. Fox**, Asst. Chief of Staff (Ops. and Plans) to CINCFLFET; **Capt. J. Garnier**, DNOT — MOD; **Capt. M. H. G. Layard**, senior naval officer ss Atlantic Conveyor (Seahawk); **Capt. R. McQueen**, commanding officer British Forces Support Unit Ascension Island (commanding officer Broadword); **Capt. J. J. R. Tod**, MOD Central Staffs; **Capt. J. P. Wrigley**, DES(N) MOD.

### OBE

**Cdr. T. A. Allen**, Fleet Naval Control of Shipping Officer, Staff of CINCFLFET; **Cdr. L. S. J. Barry**, Hermes; **Cdr. P. S. Birch**, base supply officer, Devonport; **Maj. J. R. Bruce**, RM, Staff of Commandant General RM; **Maj. J. S. Chester**, RM, HQ 3 Cdo. Brigade; **Cdr. M. Cudmore**, Fearless (DNMP — MOD); **Capt. J. B. Dickinson**, RFA, captain of RFA Stormress; **Cdr. C. J. Esplin-Jones**, Norland (National Defence College Latimer).

**Cdr. F. B. Goodson**, Fleet Logistics, co-ordinator and Fleet supply officer CINCFLFET; **Cdr. L. T. Hickson**, DES(N) — MOD; **Surgn. Cdr. R. T. Jolly**, attached to Cdo. Logistics Regiment; **Capt. J. S. Kelly**, Fearless (Central Staffs SHAPE); **Cdr. D. A. H. Kerr**, station supply officer RNAS Yeovilton; **Cdr. M. L. Ladd**, DNW — MOD; **Capt. P. J. McCarthy**, RFA, captain RFA Sir Bedivere; **Cdr. P. J. McGregor**, Fearless; **Maj. D. J. Minors**, RM, Staff of Commodore Amphibious Warfare (3 Cdo. Brig. Air Squadron).

**Cdr. A. W. Nethercliff**, Glasgow (DG Ships — MOD); **Capt. A. J. Oglesby**, Naval Personal and Family Welfare Services, Portsmouth; **Capt. G. P. Overbury**, RFA Olmeda; **Cdr. G. S. Pearson**, Fearless; **Capt. C. A. Purcher-Wydenbruck**, RFA, captain RFA Sir Lancelot; **Capt. S. Redmond**, RFA, captain RFA Tidespring; **Cdr. A. S. Ritchie**, Elk (Achilles); **the Rev. A. M. Ross**, Nelson; **Cdr. R. A. Rowley**, Sheffield (DG Ships).

**Cdr. J. T. Sanders**, Staff of FOF; **Cdr. R. J. Sandford**, Antrim (DNR — MOD); **Maj. J. M. G. Sheridan**, RM, 42 Cdo.; **Cdr. D. W. Shrubbs**, DNAP — MOD; **Maj. S. E. Southy-Tailor**, RM, 3 Cdo. Brigade (RM Plymouth); **Maj. J. J. Thomson**, RM, Staff of Commodore Amphibious Warfare (RM Poole); **Cdr. C. W. Williams**, Fleet communications officer, CINCFLFET; **Cdr. G. A. C. Woods**, Ascension Island (Staff of FOFAC).

### MBE

**Lieut. S. J. Branch-Evans**, 846 Squadron (RNAS Yeovilton); **Lieut.-Cdr. M. J. D. Brougham**, 825 Squadron (RNAS Culdrose); **Lieut.-Cdr. R. C. Caesley**, 820 Squadron (RNAS Culdrose); **Lieut. R. S. Collins**, ss Atlantic Conveyor (RNAY Fleetlands); **Lieut. A. D. Dummer**, Staff of CSO Engineering — FO Portsmouth; **Lieut.-Cdr. C. J. Edwards**, A and AEE Boscombe Down; **FCRS D. J. Eggers**, Hermes (DSEP Portsmouth); **Lieut.-Cdr. R. Goodenough**, 801 Squadron (DGA(N) — MOD); **Lieut.-Cdr. M. Goodman**, Staff of Commodore Amphibious Warfare (Staff of FOF3 Portsmouth); **Lieut.-Cdr. R. W. Hamilton**, Coventry (Brilliant); **Capt. C. F. Howard**, RM, 3 Cdo. Brigade (RM Poole); **Lieut.-Cdr. G. M. J. Irvine**, Staff of DGA(N); **Lieut.-Cdr. P. W. James**, RNR, seconded to MCM Squadron, Rosyth (Cambria); **FCWTR C. G. Lamb**, Office Manager, CINCFLFET Secretariat; **FCPO(OPS)(S) M. J. Legg**, ss Atlantic Conveyor (Vernon); **Lieut.-Cdr. J. H. Loudon**, Fleet mine warfare and diving officer, Ascension Island (Staff of FOFAC).

# Peerage for Admiral Lewin

A LIFE peerage for Admiral of the Fleet Sir Terence Lewin was announced in the South Atlantic honours and awards lists in October.

Formerly First Sea Lord, Admiral Lewin — whose Royal Navy service dates from the Second World War — has just completed his three-year appointment as Chief of the Defence Staff, his final year

including the Falklands conflict.

The lists included knight-hoods (KCB) for Rear-Admiral J. F. (Sandy) Woodward, who was Commander British Naval Task Force, and for Maj.-Gen. J. J. Moore, RM, who was Commander Land Forces in the Falklands.

Admiral Sir John Fieldhouse, Commander-in-Chief Fleet during the conflict, receives the GBE, and Vice-Admiral D. J.

Hallifax, who was his Chief of Staff, becomes a KBE.

The Navy lists included more than 100 honours. There were also 170 Mentions in Despatches and 10 commendations.

Here, the ships, squadrons and units in which recipients were serving during the Falklands conflict are shown. Changed locations are given in brackets.

## DSC

**Lieut.-Cdr. A. D. Auld**, commanding officer 800 Squadron; **Lieut. A. R. C. Bennett**, 846 Squadron (Osprey); **Lieut.-Cdr. M. D. Booth**, commanding officer 847 Squadron; **Cdr. P. J. Boothstone**, commanding officer Arrow (Naval Secretary — MOD); **Lieut. N. A. Bruen**, Fleet Clearance Diving Team, RFA Sir Galahad (Deputy OIC Plymouth FCD Team); **Lieut.-Cdr. H. S. Clark**, commanding officer 825 Squadron (706 Squadron); **Cdr. C. J. S. Craig**, commanding officer Alacrity (Dryad); **FCPO(D) M. G. Fellows**, Fleet Clearance Diving Team 1 (Vernon); **Capt. G. R. Green**, RFA, captain RFA Sir Tristram; **Lieut. R. Hutchings**, RM, 846 Squadron; **Capt. D. E. Lawrence**, RFA, captain RFA Sir Geraint; **Lieut.-Cdr. H. J. Lomas**, commanding officer 845 Squadron; **Sub-Lieut. P. T. Morgan**, Argonaut (Vernon); **Cdr. A. Morton**, commanding officer Yarmouth; **Lieut. N. J. North**, 846 Squadron; **Capt. A. F. Pitt**, RFA, captain RFA Sir Percival; **Lieut.-Cdr. N. W. Thomas**, commanding officer 899 Squadron; **Lieut. S. R. Thomas**, 801 Squadron; **Lieut.-Cdr. S. C. Thornewill**, commanding officer 846 Squadron; **Cdr. N. J. Tobin**, commanding officer Antelope (DNOT — MOD); **Cdr. N. D. Ward**, commanding officer 801 Squadron (RN College Greenwich); **Cdr. A. W. J. West**, commanding officer Ardent (DNP — MOD).

## MC

**Capt. P. M. Babbington**, RM, 42 Cdo; **Maj. C. P. Cameron**, RM, commanding officer 3 Cdo. Brigade Air Squadron; **Lieut. C. I. Dytter**, RM, 45 Cdo. (CTC Lymington); **Lieut. C. Fox**, RM, 45 Cdo. (3 Cdo. Brigade); **Lieut. D. J. Stewart**, RM, 45 Cdo.

## DFC (Posthumous)

**Lieut. R. J. Nunn**, RM, 3 Cdo. Brigade Air Squadron.

## DFC

**Capt. J. P. Niblett**, RM, 3 Cdo. Brigade Air Squadron.

## AFC

**Lieut.-Cdr. D. J. S. Squier**, commanding officer 826 Squadron (DNW — MOD); **Lieut.-Cdr. R. J. S. Wykes-Sneyd**, 820 Squadron (Invincible).

## DCM

**Cpl. J. Burdett**, RM, 45 Cdo.

## GM (Posthumous)

**Sec.Eng.Off. P. A. Henry**, RFA, RFA Sir Galahad.

## GM

**AB(R) J. E. Dillon**, Alacrity (Communications Centre, Whitehall).

## QGM (Posthumous)

**AC/Sgt B. Johnston**, RM, Fearless.

## QGM

**Chief Eng.Off. C. K. A. Adams**, RFA, RFA Sir Galahad; **Lieut. J. K. Boughton**, 825 Squadron (706 Squadron); **MEA(M)1 K. Enticknap**, Ardent (Defiance); **Third Off. A. Gudgeon**, RFA, RFA Sir Galahad; **POMA G. A. Meager**, Sheffield (Osprey); **Lieut. P. J. Sheldon**, 825 Squadron (706 Squadron); **Third Eng. B. R. Williams**, MN, ss Atlantic Conveyor.

## DSM (Posthumous)

**POMEM(M) D. R. Briggs**, Sheffield; **ACPL/ACMN M. D. Love**, RM, 846 Squadron.

## DSM

**C/Sgt M. J. J. Francis**, RM, Fearless; **LACMN**

**P. B. Imrie**, 846 Squadron (Osprey); **PO J. S. Leake**, Naafi manager Ardent; **Sgt W. J. Leslie**, RM, Broadword; **AP(S)(SM) G. J. R. Libby**, Conqueror; **CMEM(M) M. D. Townsend**, Argonaut (Pembroke); **CPO(D) G. M. Trotter**, Fleet Clearance Diving Team 3 (Vernon); **CPOACMN M. Tupper**, 846 Squadron; **LS(R) J. D. Warren**, Antelope (Cambridge).

## MM

**A/Cpl A. R. Bishop**, RM, 45 Cdo. (CTC Lymington); **Sgt T. Collings**, RM, 3 Cdo. Brigade (RM Poole); **Sgt M. Collins**, RM, 42 Cdo.; **Cpl M. Eccles**, RM, 42 Cdo. (CTC Lymington); **Cpl D. Hunt**, RM, 42 Cdo. (45 Cdo.); **Mne G. W. Marshall**, 45 Cdo.; **Cpl S. C. Newland**, RM, 42 Cdo.; **Cpl H. Siddall**, RM, 45 Cdo.; **Cpl. C. N. H. Ward**, RM, 42 Cdo.; **Sgt. J. D. Wassell**, RM, Mountain and Arctic Warfare Cadre.

## DFM

**Sgt W. C. O'Brien**, RM, 3 Cdo. Brigade Air Squadron (CTC Lymington).

## Mention in Despatches (Posthumous)

**Lieut. W. A. Curtis**, 801 Squadron; **WEA1 A. C. Eglington**, Sheffield; **Sub-Lieut. R. C. Emry**, Sheffield; **Sgt A. P. Evans**, RM, 3 Cdo. Brigade Air Squadron; **Lieut. N. Taylor**, 800 Squadron; **ACWEMN M. G. Till**, Sheffield; **WEMN2 B. J. Wallis**, Sheffield.

## Mention in Despatches

**RO1(T) R. J. Ash**, Plymouth; **POACMN A. Ashdown**, 846 Squadron; **Mne R. Bainbridge**, Commando Logistics Regt; **POACMN J. A. Bails**, 845 Squadron; **Lieut. P. J. Barber**, Arrow (Osprey); **Sub-Lieut. R. J. Barker**, Ardent (Rothsay); **Mne N. J. Barnett**, 42 Cdo. (seconded to RM Reserve Bristol); **Sgt P. Beavers**, RM, 3 Cdo. Brigade (seconded to RM Reserve Tynes); **CAEA(M) R. J. Bentley**, ss Atlantic Conveyor (Daedalus); **ALMA G. Black**, ss Canberra (40 Cdo.); **Lieut.-Cdr. M. S. Blissett**, 800 Squadron (Heron); **Lieut.-Cdr. P. W. Boorn**, RM, 42 Cdo.; **ALMEM(M) C. R. Boswell**, Glasgow.

**Sgt. I. W. Brice**, RM, 3 Cdo. Brigade (RM Poole); **Chief Off. J. K. Brocklehurst**, MN, ss Atlantic Conveyor; **AB(M) N. S. Brotherton**, Argonaut; **Cpl C. J. G. Brown**, RM, 45 Cdo.; **WO2 R. J. Brown**, RM, 45 Cdo. (HQ 3 Cdo. Brigade); **Lieut.-Cdr. B. W. Bryant**, Brilliant (Avenger); **Sgt E. L. Buckley**, RM, 3 Cdo. Brigade (HQ 3 Cdo. Brigade); **MEA(H)1 D. A. Buggen**, Argonaut (Seahawk); **Sgt B. G. Burgess**, RM, 3 Cdo. Brigade (RM Poole); **POACMN R. Burnett**, 846 Squadron; **Lieut.-Cdr. R. G. Burrows**, Alacrity (Osprey); **Lieut. N. A. M. Butler**, Brilliant (Arrow).

**Sgt. E. R. Candlish**, RM, 3 Cdo. Brigade Air Squadron; **Lieut. C. T. G. Caroe**, RM, 45 Cdo.; **MEM(M)1 L. Cartwright**, Glasgow; **Lieut.-Cdr. J. S. M. Chandler**, 826 Squadron (702 Squadron); **MEM(M)1 M. L. Chiplen**, Sheffield (Hermes); **Lieut.-Cdr. J. N. Clark**, Cardiff; **Capt. M. A. F. Cole**, RM, 45 Cdo. (DROPM — Centurion); **Mne D. S. Combes**, Endurance; **Cpl G. Cooke**, RM, Intrepid; **Sgt R. T. Cooper**, RM, 3 Cdo. Brigade (RM Poole); **AB(M) A. Coppel**, Broadword; **Lieut.-Cdr. G. R. A. Conyon**, 3 Cdo. Brigade Air Squadron (Heron); **Lieut. R. L. Crawford**, 846 Squadron; **MEM(M)1 C. Crowley**, Antrim; **Mne G. Cuthell**, RM, 42 Cdo.; **Sgt G. Dance**, RM, 3 Cdo. Brigade (RM Poole).

**Mne L. Daniels**, Endurance (45 Cdo. RM); **C/Sgt B. Davies**, RM, Intrepid; **Sgt C. C. De La Cour**, RM, 3 Cdo. Brigade (RM Poole); **Sgt B. Delivera**, RM, 42 Cdo. RM; **Mne S. Duggan**, Cdo. Logistics Regt; **Lieut. A. J. Ebbens**, RM, 3 Cdo. Brigade (RM Poole); **MEM(M)1 D. J. Edwards**, Glamorgan; **Lieut.-Cdr. R. Ellis**, Antrim; **Cdr. R. D. Ferguson**, Squadron Weapon Eng. Off., Avenger (Staff of CINCFLFET); **Lieut. W. J. T. Fewtrell**, 846 Squadron (RAF Odiham); **Sgt I. D. Fisk**, RM, Yarmouth; **Mid M. T. Fletcher**, Antelope (Berwick); **WEA2 J. M. C. Foy**, Conqueror; **Lieut.-Cdr. R. V. Fredericksen**, 800 Squadron (Illustrious).

**Lieut.-Cdr. D. G. Garwood**, Pict (706 Squadron RNAS Culdrose); **L/Cpl B. Gilbert**, RM, 3 Cdo. Brigade RM; **CMEA(H) K. W. Goldie**, Intrepid; **Mne L. J. Goldsmith**, 45 Cdo. RM; **LS(M) R. M. Gould**, Brilliant; **Sub-Lieut. D. E. Graham**, Antrim; **CPO(OPS)(M) E. Graham**, Antrim (Excellent); **CPO(D) B. T. Gunnell**, Fleet Clearance Diving Team 1 (Vernon); **Lieut.-Cdr. A. C. Gwilliam**, Coventry (Invincible); **Lieut. F. Haddow**, RM, 45 Cdo. RM; **Sgt D. K. Hadlow**, RM, 3 Cdo. Brigade (RM Poole); **LACMN J. A. Harper**, 829 Squadron; **ALMEM(M) S. W. Hathaway**, Argonaut.

**Chief Off. P. F. Hill**, RFA, RFA Sir Percival; **A/Cpl G. Hodgkinson**, RM, Intrepid; **Lieut. R. I. Horton**, 846 Squadron (845 Squadron RNAS Yeovilton); **Lieut.-Cdr. L. S. G. Hulme**, Brilliant; **Sub-Lieut. P. J. Humphreys**, 846 Squadron; **LRO(T) R. J. Hutcherson**, Plymouth; **AB(M) S. Ingleby**, Coventry (Staff of CINCFLFET); **Lieut.-Cdr. I. Inskip**, Glamorgan.

**MEA(H)1 P. G. Jakeman**, Intrepid; **Sgt K. M. James**, RM, 3 Cdo. Brigade (RM Poole); **PO(M) H. Jones**, Argonaut; **LS(D) P. M. Kearns**, Fleet Clearance Diving Team 3 (Staff of FO Plymouth); **Lieut.-Cdr. R. S. G. Kent**, Invincible (899 Squadron, RNAS Yeovilton); **MEA(M)1 K. S. Lake**, Glasgow; **Maj. P. R. Lamb**, RM, HQ Cdo. Forces; **Cdr. R. C. Lane-Nott**, Splendid (USN War College Newport, Rhode Island, USA); **AB(R) M. S. Leach**, Endurance; **MEA2 D. J. Leaning**, Conqueror (Sultan); **Lieut. H. J. Ledingham**, Coventry (File Flight); **Cdr. T. M. Le Marchand**, Valiant; **Sgt W. D. P. Lewis**, RM, 3 Cdo. Brigade (RM Poole); **Lieut.-Cdr. J. A. Lister**, Glasgow; **Lieut. D. A. Lord**, 846 Squadron; **Lieut.-Cdr. I. B. Mackay**, Intrepid (Daedalus); **Lieut. A. N. McHarg**, 801 Squadron (Heron); **Sgt M. McIntyre**, RM, 42 Cdo. RM.

**Cpl T. W. McMahon**, RM, 3 Cdo. Brigade (RM Poole); **Lieut. P. C. Manley**, Hermes (707 Squadron); **CPOA(H) N. C. Martin**, ss Atlantic Conveyor (Seahawk); **MEMN(M)1 T. Miles**, Antrim; **Lieut. J. A. G. Miller**, 826 Squadron (846 Squadron); **Lieut. P. G. Miller**, 829 Squadron Yarmouth; **MEA(M)1 S. D. Mitchell**, Conqueror; **WEMN1 P. R. Moir**, Sheffield (Nelson); **Lieut. A. G. Moll**, Invincible.

**Lieut.-Cdr. C. R. W. Morrell**, 800 Squadron (Illustrious); **Sgt H. F. Napier**, 42 Cdo. (RM Poole); **Lieut.-Cdr. K. M. Napier**, Plymouth; **Mne M. A. Neat**, Brilliant; **Capt. A. B. Newcombe**, RM, 3 Cdo. Brigade Air Squadron (School of Infantry Warminster); **MA M. Nicely**, 45 Cdo.; **Mne G. Nordass**, 3 Cdo. Brigade RM; **Maj. M. J. Norman**, RM, 42 Cdo. (RM Poole); **Lieut.-Cdr. M. J. O'Connell**, Coventry (Antrim); **Mne D. L. O'Connor**, 45 Cdo.; **Capt. E. J. O'Kane**, RM, Intrepid (RM Poole); **Lieut. R. J. Ormslow**, Glasgow.

**Lieut. C. L. Palmer**, 815 Squadron (Arrow); **Maj. D. A. Pennetfether**, RM, HQ Cdo. Forces; **Capt. A. R. Pillar**, RM, 40 Cdo. (CTC Lymington); **Lieut. R. F. Playford**, RM, 3 Cdo. Brigade Air Squadron (HQ 3 Cdo. Brigade); **Lieut. C. J. Pollard**, Coventry (Nottingham); **MEMN(M)1 H. B. Porter**, Antelope (Defiance); **Capt. N. E. Pounds**, RM, 3 Cdo. Brigade (45 Cdo.); **Lieut. A. Pringle**, Hermes (Antrim); **Lieut. P. I. M. Rainey**, 846 Squadron (RAE Farnborough); **POAEM(W) S. Rainsbury**, 846 Squadron.

**Lieut.-Cdr. A. A. Rich**, Coventry (Charybdis); **Lieut. F. W. Robertson**, Hermes (706 Squadron); **LACMN I. Robertson**, 846 Squadron; **WO2 A. S. Robinson**, RM, 3 Cdo. Brigade Air Squadron; **APOMEM(M) D. M. K. Ross**, 846 Squadron (Plymouth); **Sgt T. A. Sands**, RM, Mountain and Arctic Warfare Cadre RM (CTC Lymington); **Mne C. J. Scrivener**, 45 Cdo.; **MEM(M)1 D. J. Serrell**, Ardent (Defiance); **MEMN1 A. G. Siddie**, Fearless; **Lieut. R. E. J. Sleeman**, Alacrity; **Lieut. D. A. B. Smith**, Hermes (Heron); **CMEM T. G. Smith**, Coventry (Vernon); **LS(D) C. A. Smithard**, Fleet Clearance Diving Team 3 (Vernon).

**MEM(M)1 A. Stewart**, Sheffield (Sultan); **Chief Eng. J. M. Stewart**, MN, ss Atlantic Conveyor; **Sgt W. J. Stocks**, RM, 3 Cdo. Brigade (RM Poole); **Sgt C. R. Stone**, RM, Mountain and Arctic Warfare Cadre RM; **Mne J. Stonestreet**, Endurance (CTC Lymington); **Mne R. S. Strange**, 3 Cdo. Brigade; **MEA(M)1 S. P. Tarabella**, Fearless; **POACMN C. W. Tattersall**, 846 Squadron;

Continued in Page 41.



**Major Cameron ... inspired commander of 3 Cdo Bde Air Squadron.**

for Goose Green and Port Darwin.

**Capt. Jeff Niblett** and **Lieut. Richard Nunn** supplied ammunition and evacuated casualties, often in the thick of battle and under enemy fire. During one mission both their Scout helicopters were attacked with rocket and cannon by two Pucara aircraft.

Both evaded the first attack, but **Lieut. Nunn's** aircraft was hit and destroyed in the second. He died instantly and his crewman, **Sgt. Belcher**, was grievously wounded.

**Capt. Niblett** evaded three more attacks through exceptional flying skill and superb



**Capt. Niblett ... flew through the thick of battle to keep Paras supplied.**

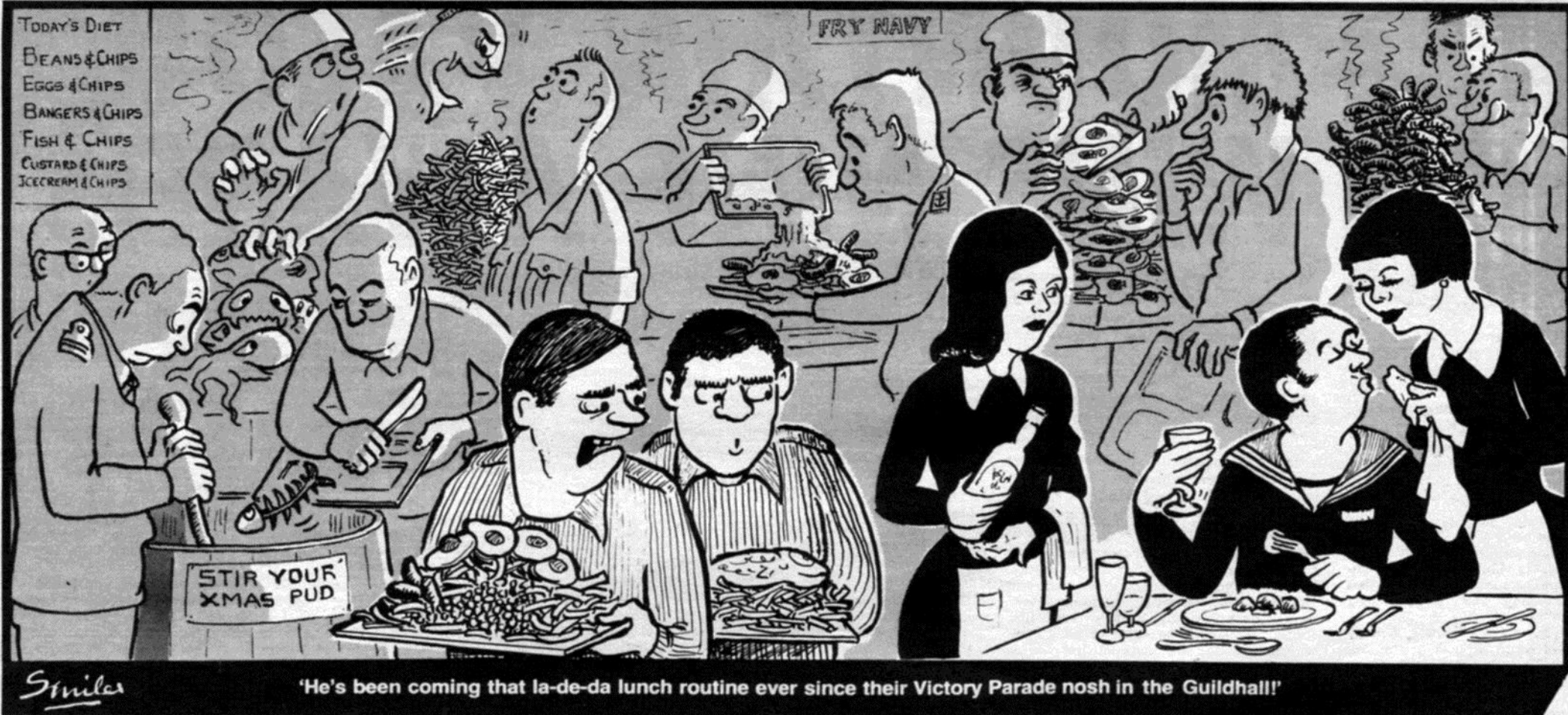
teamwork with his aircrewman, and safely completed the mission. Later in the campaign he flew in virtually impossible conditions to evacuate a seriously wounded Marine from Mount Challenger.

**Sgt. William O'Brien**, piloting a Gazelle helicopter of M Flight, was also involved in the thick of the fighting for Goose Green and Port Darwin, carrying supplies and evacuating casualties during the two days of the battle.

With his flight commander, **Capt. Nick Pounds** (one of six members of the squadron to be mentioned in Despatches), **Sgt. O'Brien** later took part in 17 night sorties to evacuate wounded and carry forward vital ammunition.

**MC:** **Major C. P. Cameron.** **DFC:** **Capt. J. P. Niblett** and **Lieut. R. J. Nunn.** **DFM:** **Sgt. W. C. O'Brien.**





Smiles

'He's been coming that la-de-da lunch routine ever since their Victory Parade nosh in the Guildhall!'

## NEWSVIEW

### New look at redundancy programme?

WITH Falklands memories indelibly etched, a hopefully more mundane future must involve the daily round of the peacetime role. Centre-stage of concern for the Navy now are aspects like ship replacements, redundancy and closure plans, and conditions of service.

As mentioned here last month, there is deepest interest in whether the new Defence White Paper, anticipated before Christmas, brings change in the size, shape or role of the Fleet, compared with the way ahead clearly spelt out earlier this year. And vitally, will this affect — permanently or temporarily — the manpower rundown programme, whose second phase was due to be detailed shortly?

Service redundancy, always a sensitive subject, cannot fail to be emotive after a conflict in which men have acquitted themselves nobly. Ample evidence of that devoted service is provided by the gallantry and honours lists in this issue.

Another important topic is the new open engagement which, in due course, will concern serving ratings. A choice will need to be made individually — and carefully — when all the facts and figures are known.

Meanwhile, none of those affected can be expected to raise a cheer for the food charge for married unaccompanied personnel living in shore messes when it bites in January. The Navy's view is that, while recognising that costs are incurred by separation, other measures, now being worked on, are the more appropriate way to deal with it.

### 'Disco deafness'

"DISCOS deafen sailors" ran a newspaper headline over a story claiming that submarine teams in the Swedish Navy were having trouble finding recruits who could use sonar equipment because their hearing had been damaged by loud music.

Response over here, apparently, was quiet amusement and polite disbelief.

Throbbing, flashing discos are as much part of today's naval shore scene as anywhere where the young congregate. Like other entertainment fads, they will perhaps have their day (or night) before succumbing to some newer craze. Whether that happens before we produce a breed of tone-deaf, blinking twitchers only time can tell!

LAST FEBRUARY'S Navy News contained advice to those leaving the Service, either in the ordinary way or by redundancy, on the problem of obtaining further employment, which is the first hurdle to be cleared on the way to Civvy Street.

The second hurdle is the financial one and, as with the first, much help and advice is needed.

To most people who are about to receive a sizeable sum of capital the prospect is likely to be exciting and thoughts turn to how it might be spent or invested. A really good holiday, a new car or perhaps even pay off the mortgage?

The first your wife deserves, even if you do not. The second may be necessary at the time or in the near future but is the third really a good idea? In the financial field there are several things to be considered and you would be prudent to seek professional opinion.

#### The problems

- Is it wise to reduce or pay off a mortgage?
- Should one opt for Resettlement Commutation to increase capital?
- If eligible, is it sensible to take some Life Commutation?
- What about further pension schemes?
- What is the best way to provide for further school fees?
- What is the lowest civil salary which will balance the budget?
- What are the financial implications of emigrating or working abroad?
- How best to invest any remaining capital?
- Income Tax, Capital Gains Tax and Capital Transfer Tax? You may be richer than you think.

Major decisions on these questions have to be made and you need to be in possession of all the facts, arguments and sensible options to enable you to make the right ones.

Many an investment mistake is made by acting on early advice received from a single source which turns out in the end to be the wrong type of investment. This may be impossible to alter for a few years or can be changed only with a financial penalty.

Investments in the main, either produce income or capital growth. Until the job problem is solved, new salary and commitments known, it is not possible to ascertain just what you want from your capital.

Until this time is reached, which is likely to be some months after terminal date, it would be prudent to keep any capital on deposit where it is available to assist the family budget while seeking employment, finance a possible house move or provide some of the capital needed in setting up a private business.

If, when the cheque arrives and it appears all too difficult, you will not go far wrong by placing it in a building society ordinary share account while you draw breath and think.

There is no standard advice to any of these questions as each depends on individual needs, the tax situation, available capital and future expectations. It is for this reason that further discussion on the possible answers is excluded from this article as it could be misleading. Each

# Investing in the future . . .

*The greater the profit, the greater the risk . . . if you cannot afford to lose, you cannot afford to gamble. These are just two of the hints to would-be investors in this article on finance and resettlement which the White Ensign Association was invited to prepare.*



individual needs to seek professional advice relevant to his or her particular needs.

Remember that in the field of financial advice there are no experts, though plenty of specialists. If they were experts they would not need to make a living that way.

#### The advice

In seeking advice you will immediately think of your bank manager but, in addition to him there are many insurance brokers, insurance companies, stockbrokers, building societies, solicitors, accountants and other financial wizards available and anxious to help. Most will be capable of providing good advice on some of the queries but it is unlikely that any one source will be able to answer them all.

To obtain the full range of sensible investment options to meet your particular requirements and the specialist advice you will need on the other subjects, it will be necessary to consult a number of professionals including some naval ones. The Pay Office and HMS Centurion spring to mind.

The selection of other professionals is diffi-

cult as the quality of advice varies and most have a keen financial interest in giving it. This could mean a slight bias towards one particular type of action. In general, only use those who have served you well in the past or whom others have found satisfactory and recommend, or organizations with good reputations.

The picture of HMS Belfast is to remind you of the White Ensign Association Ltd., a registered charity which was set up 24 years ago during a redundancy programme after the Korean War solely to advise past and present members of the RN, RM, QARNNS, WRNS, and the Reserves.

It is staffed by retired naval officers who keep abreast of naval regulations regarding pay, pensions, rules for commutation, invaliding etc. and who are able to present the wide range of investment options.

The small staff is supported by many financial concerns in the City of London who provide the specialist advice you decide you will need.

Having no financial interest, the Association can offer an impartial view and is probably one of the better authorities to consult when it comes to discussing applicable naval regulations, the pros and cons of commutation or the possibilities of setting up a small private business (a favourite with senior rates).

The Association's offices are on board HMS Belfast, but the staff regularly visit naval establishments.

During a financial briefing a few years ago when inflation was running high, a questioner asked if each member of the panel would say how he thought £10,000 should be invested at that particular time. The first suggested a building society, the next unit trusts and several other ideas followed.

The last member thought for a while and then said, 'I would buy a ramshackle old barn, fill it with aluminium pots and pans and then sit back and wait.'

Right or wrong, his answer was designed to make the audience think.

Any investor must keep the following in mind:

- The greater the profit, the greater the risk.
- If you cannot afford to lose, you cannot afford to gamble.
- Never put all your eggs in one basket.
- "Hot tips" are for suckers.
- Never invest in a hurry.
- Never invest in anything you do not understand.
- Never invest money you are going to need, unless it is in something which will enable you to get back at least what you have invested, at the time you will need it.



# Fearless is back in the old routine

AFTER going to war in the South Atlantic and taking part in a major NATO exercise in the Baltic, HMS Fearless has returned to her routine role as Dartmouth Training Ship.

She left at the end of September for the Mediterranean, where she is spending two months training midshipmen and artificer apprentices.

Before she left for warmer climes she visited Newcastle to renew the friendship built up between her and Tyneside during a 14-month refit at South Shields.

During the two days that the assault ship was open to the public, 5,000 people toured her, and sadly 2,000 were turned away as there was no more time for them to get on board.

## Meeting the stars

Civic receptions were held in Newcastle and South Shields as Tyneside opened its arms to the Fearless. At the Odeon cinema, Newcastle, members of the ship's company watched a special showing of the film "Who Dares Wins" and met two of the stars — Lewis Collins and Ingrid Pitt.

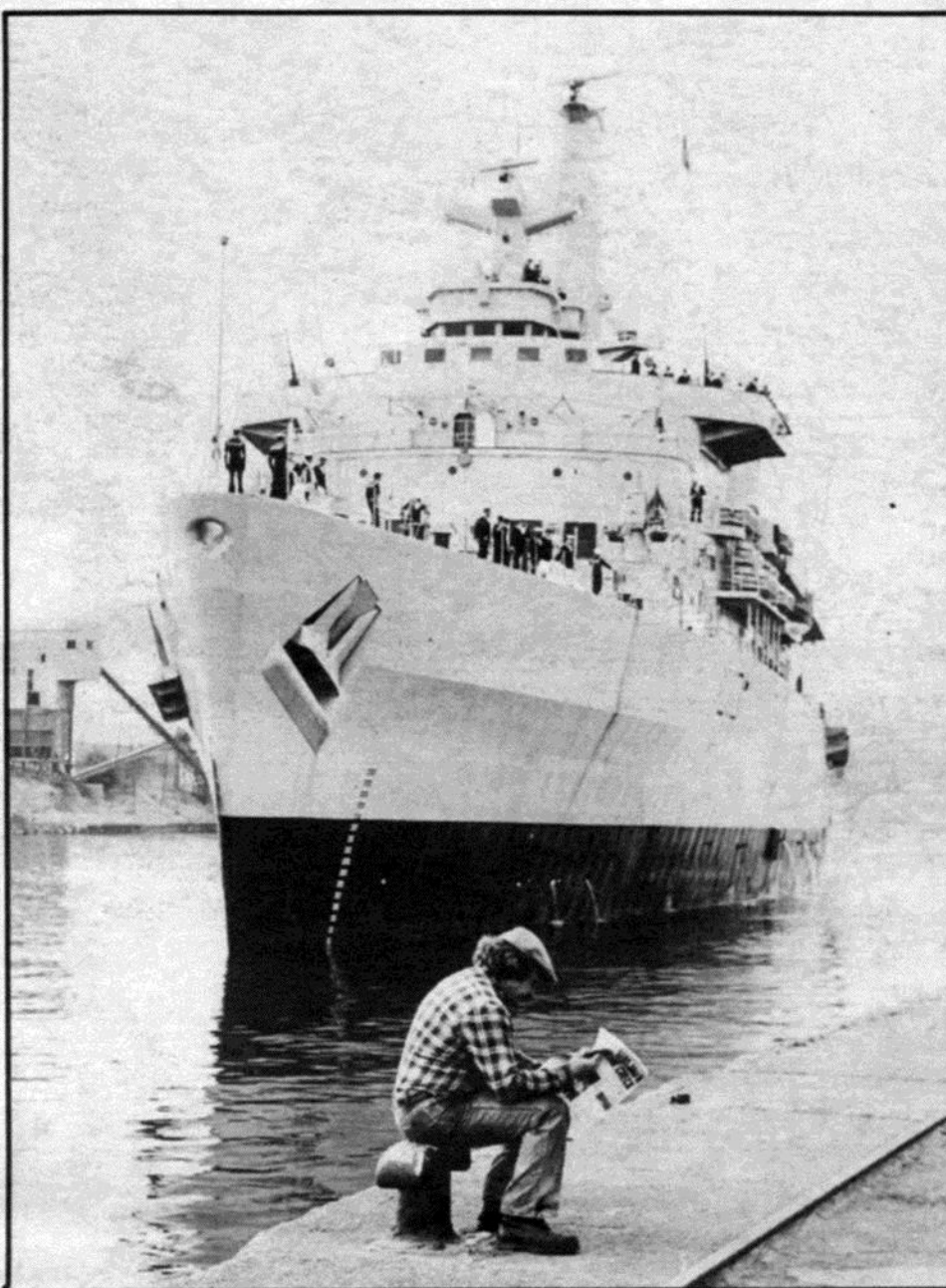
The Fearless's run ashore in Geordie-land followed her participation in Exercise Northern Wedding, in which she landed US Marines in Denmark. During the operation US Sea Stallion, Sea Knight and Huey Cobra helicopters used the ship's flight deck, one Cobra gunship being accommodated overnight.

● See also page 37

## I see no ships!

No sweat as the boat comes in ... and one casual spectator takes things nice and easy as she comes alongside at Newcastle.

Picture: LA(Phot) Dave Burnie



## THIRD HUNT FOR 'FIRST'

HMS CATTISTOCK has become the third of the new Hunt-class vessels to join the First Mine Countermeasures Squadron based at Rosyth. Sister ships Brecon and Ledbury are already serving with the squadron.

It took the Cattistock just seven months to complete her Part IV trials. She was accepted into the Royal Navy on March 5, and commissioned on June 16. Her trials began off Portsmouth and continued at Falmouth where she tested her sonar and Hifix navigation system.

Over the summer leave period the Cattistock went into Rosyth's Syncrolift to have cowls fitted over her bow thrust inlets to reduce interference on the sonar picture. Subsequent trials proved their success and the ship then went on to test her minesweeping capabilities in the Firth of Forth before joining MCM1.

## Black pig returns

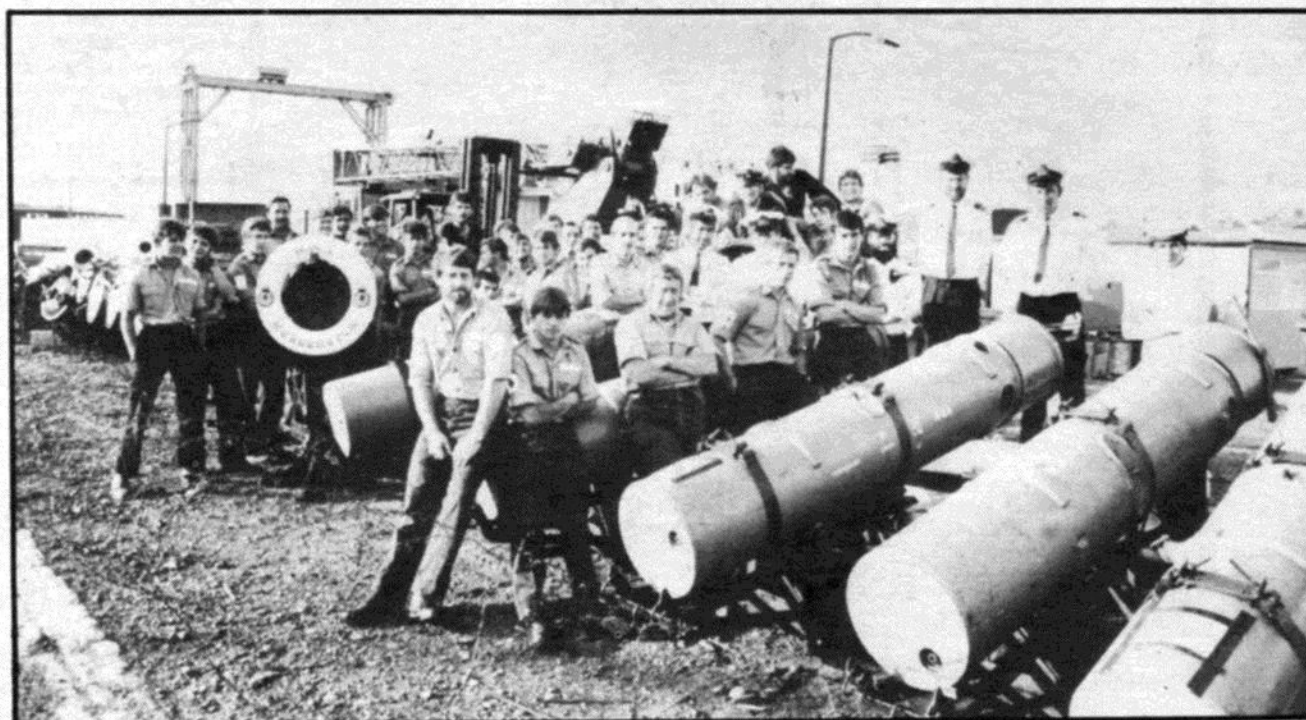
AN OIL rig support vessel which changed hands twice in the Falklands conflict is now helping to assuage the Task Force's thirst.

MV Falkland Sound has been pressed into service as a water carrier, manned by Task Force men under the command of Lieut. John Griffin. Affectionately nicknamed the Black Pig, the vessel was recaptured from the Argentines who had used her to ferry troops and stores between the islands.

## Post haste!

LATEST dates for posting Christmas mail to Servicemen in the Falklands are November 25 (surface) and December 10 (air mail). For Ascension Island, the dates are November 30 (surface) and December 13 (air).

## Clean-sweep Hubberston



HMS Hubberston excelled herself during Exercise Northern Wedding by recovering all the mines laid in her area.

Good weather allowed her to remain on station for prolonged periods, and the ship located and recovered 12 exercise mines laid by HMS Abdiel. She also recovered a mine after the exercise.

During Northern Wedding the Hubberston led two large convoys, each consisting of about 20 merchant vessels, through 80 miles of waters in which there was a threat of mines.

The Hubberston, with other ships of the

Second MCM Squadron, enjoyed a week-end at Great Yarmouth before the exercise. Volunteers from HMS Kirkliston led others from the Hubberston and HM ships Iveston and Nurton in decorating an open top double decker to take part in the Yarmouth Carnival procession.

Pretty girls from others floats and the crowded pavements were "press-ganged" to join the bus, which had been transformed by the addition of a mainmast, ensign staff, Gemini inflatable, and suitable flags.

The Hubberston had a 24-hour standoff after the exercise before returning to her base in HMS Vernon.

HERE'S evidence of a clean sweep! The ship's company of HMS Hubberston is pictured with part of her haul of ground mines from Exercise Northern Wedding. The picture was taken by RO1 Langley after the ship's catch of ground and buoyant mines had been off-loaded at Great Yarmouth. On the right are the ship's commanding officer, Lieut.-Cdr. Keith Riches, and M.C.D. officer Lieut. Dave Hilton.

## Some of the worst wounds...



## are the ones that don't show

It used to be called shell-shock. Now we know more. We know that there are limitations to the human mind.

Soldiers, Sailors and Airmen all risk mental breakdown from over-exposure to death and violence whilst in the service of our Country. Service... in keeping the peace in Northern Ireland no less than in making war.

We devote our efforts solely to the welfare of these men and women from all the Services. Men and women who have tried to give more than they could.

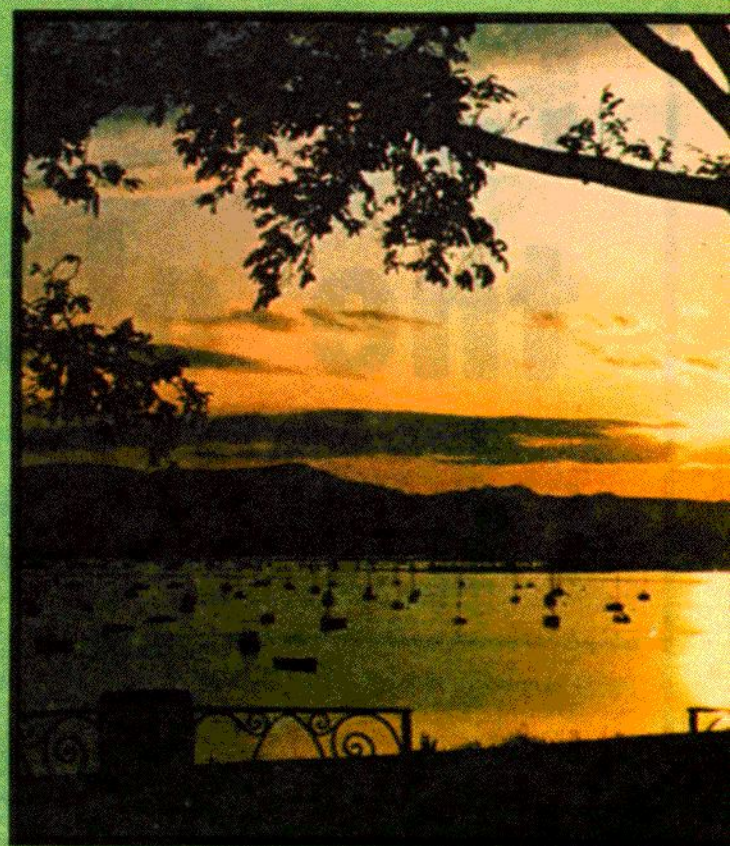
Some are only 19, a few are nearly 90 years of age. We help them at home and in hospital. We run our own Convalescent Home and, for those who are homeless and cannot look after themselves in the community, our Hostel gives permanent accommodation. For others, a Veterans' Home where they can see out their days in peace.

These men and women have given their minds to their Country. If we are to help them, we must have funds. Do please help to repay this vast debt. It is owed by all of us.

"They've given more than they could— please give as much as you can."

**EX-SERVICES**  
**MENTAL WELFARE SOCIETY**  
37 Thurloe Street, London SW7 2LL Tel: 01-584 8688





Above — The sunset scene which won LA(Phot) Wright second category.  
Right — "Splashdown", CPO(Phot) Warr's picture of a Sea King landing on a runway. It was third in the colour print category.  
Far right — PO(Phot) Rixon's "German Shepherd", which won first in the colour print section.



Above — "Snowtree", by CPO(Phot) Cartwright, first in the colour print category.

Right — "Nightrider", by LA(Phot) Campbell, first in the monochrome category.

Heron), binoculars donated by May and Baker Ltd.; 3, "Splashdown" by CPO(Phot) Les Warr (HMS Heron).

Transparency — 1, "Rock Concert" by LWren(Phot) Caroline Williams (HMS Warrior), £350 voucher donated by Pelling and Cross Ltd.; 2, LA(Phot) Graham Wright (HMS

Neptune), £50 donated by Durst (UK) Ltd.; 3, LA(Phot) Graham Wright (HMS Neptune).

Special prize for best Falkland Islands entry — LA(Phot) Al Campbell (40 CDO), Seiko watch donated by Mike Critchley.

Above — "Rock Concert", by LWren Williams, Photograph of the Year and first in the transparency section.



LWren(Phot) Caroline Williams, 1982 Photographer of the Year. Only one other member of the WRNS, POWren (Phot) Jill Purves, has won the title since the competition began 21 years ago.

## THE WINNERS

PRIZEWINNERS in the 1982 Peregrine Trophy competition were:

Peregrine Trophy — Commando Forces Royal Marines; runners up — HMS Heron.

Picture of the Year — "Rock Concert" by LWren(Phot) Caroline Williams (HMS Warrior).

Monochrome — 1, "Nightrider" by LA(Phot) Al Campbell (40 CDO), Cannon AE1 and Vivitar flash donated by Leeds Camera Centre; 2, "The Final Mile" by PO(Phot)

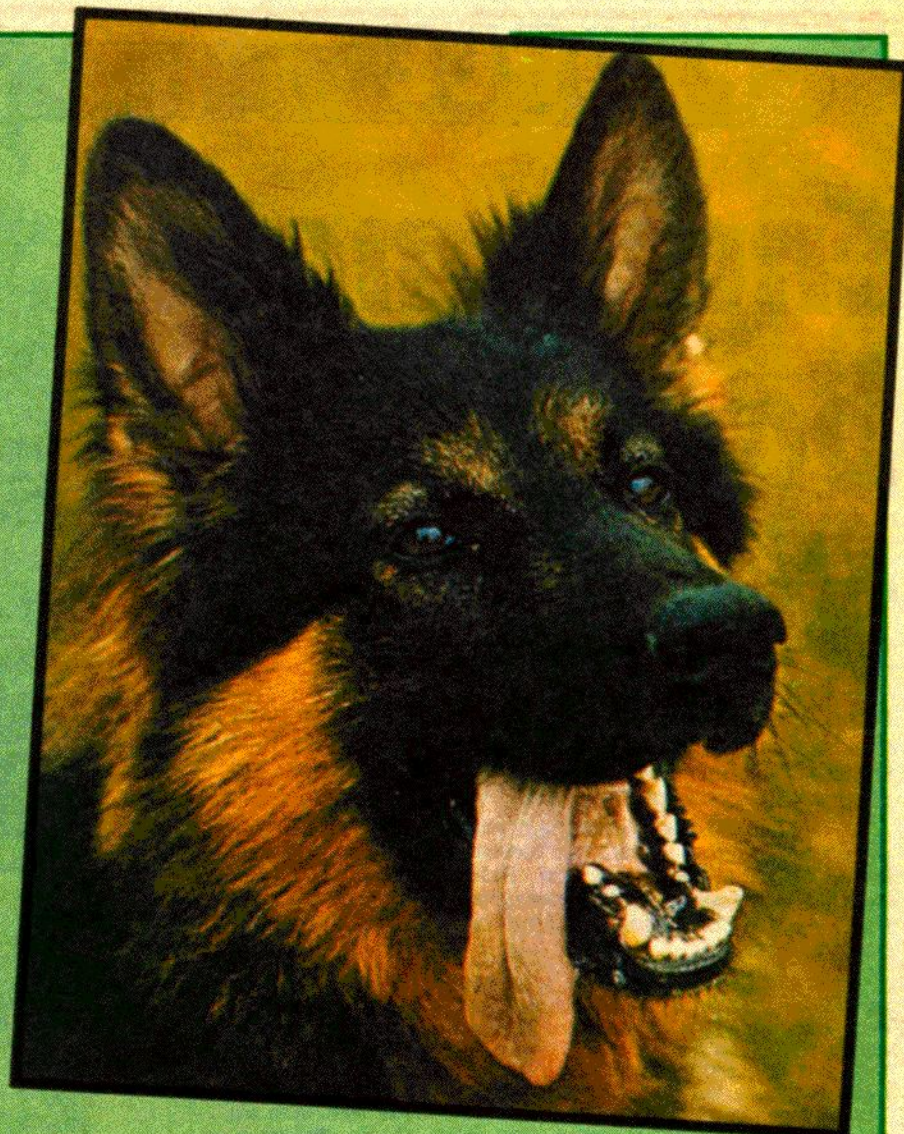
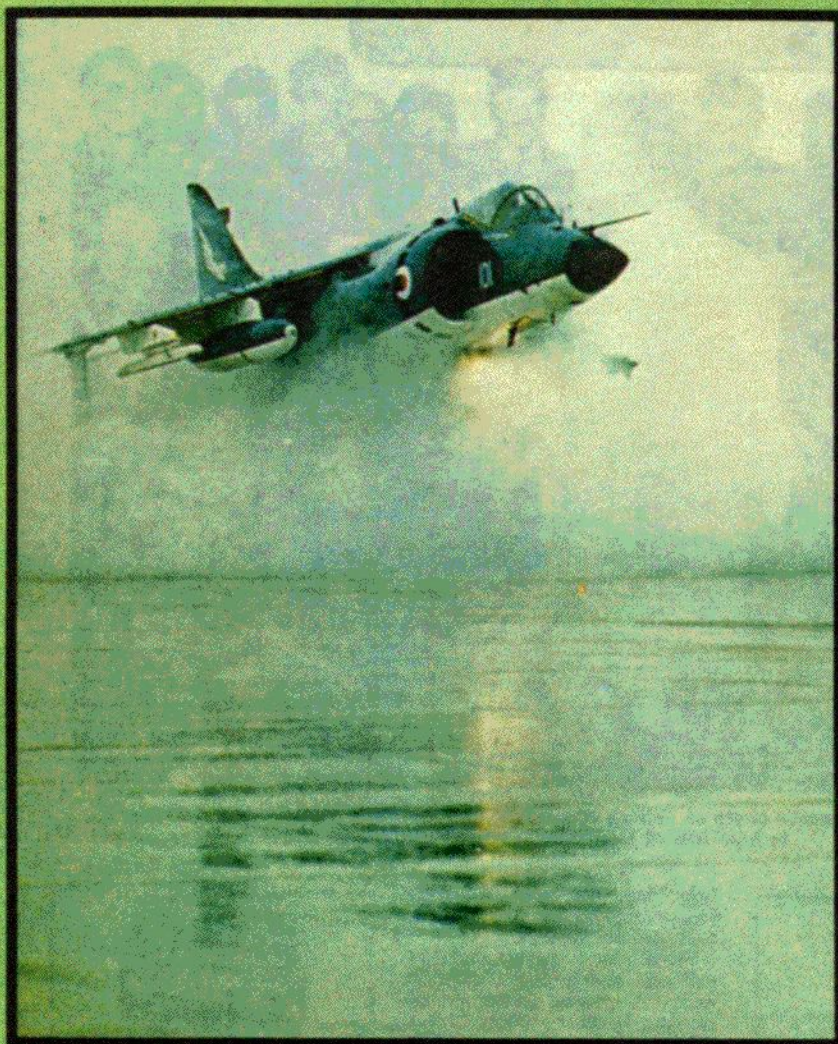
Peter Holdgate (Commando Forces), £120 donated by Ilford Ltd.; 3, "Lucy" by LA(Phot) Dave Titchener (HMS Heron), Encyclopaedias donated by Solent Audio Visual; 4, "Light of Peace" by LA(Phot) Roger Ryan (42 CDO), £25 donated by Technica Ltd.

Colour print — 1, "Snowtree" by CPO(Phot) Ben Cartwright (RAF Cosford), £150 voucher donated by Kodak Ltd.; 2, "German Shepherd" by PO(Phot) Ken Rixon (HMS





prize in the transparency  
Marrie landing on a wet  
him second prize in the



# FILM STARS

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A(Phot) Al  
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Ascension Island's "lunar landscape", wading ashore at San Carlos and yomping their way to Port Stanley and victory were extensively used in Navy News editions of the time.

Between them they captured the horror and humour of war, its excitement and its pathos, the squalid and the spectacular.

All three were serving with 3 Commando Brigade Royal Marines, Al Campbell with 40 Commando and Roger Ryan with 42 Commando.

The judges voted Campbell's striking

"Nightrider", a picture of a Royal Marine and his Rigid Raider, the best monochrome print of the competition. Holdgate was second in the same category, and Ryan fourth.

Campbell's prize was a camera and flash attachment, and he added to that a wrist watch for submitting the best portfolio of Falklands pictures.

But the top individual prize went to a WRNS member of the Photographic Branch. LWren Caroline Williams of HMS Warrior took first place in the colour transparency section and with it

the "Photographer of the Year" title. Her picture, "Rock Concert", was of a Royal Marines Band performing in St Michael's Cave, Gibraltar. It was taken when Caroline visited Gibraltar to cover Exercise Springtrain shortly before the Falklands crisis blew up.

She is only the second Wren to win the title in the 21-year history of the Peregrine Trophy competition.

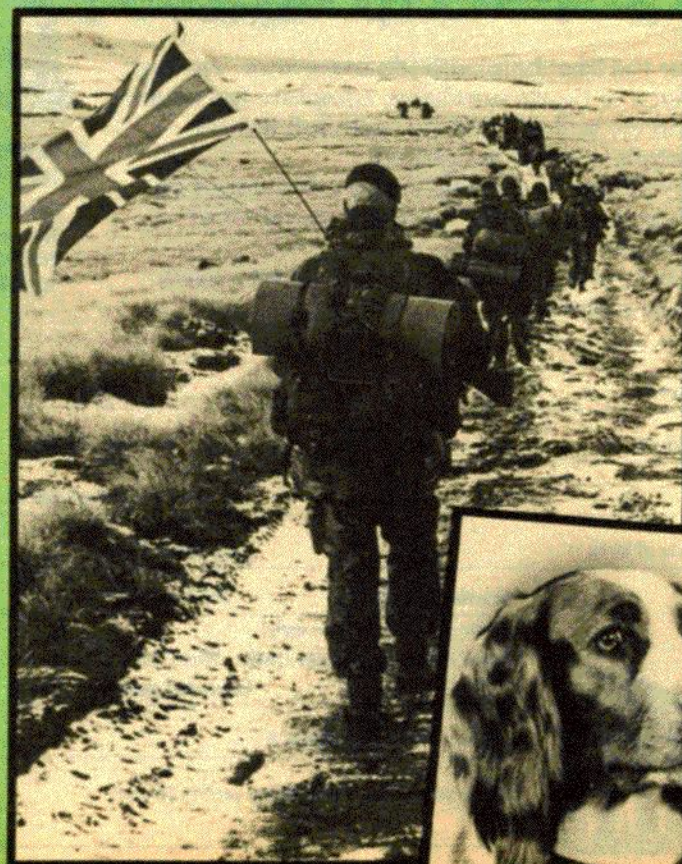
Caroline's picture first appeared in our May edition, by which time many of the Springtime ships were involved in action off the Falklands.

Operation Corporate, in fact, gave the organisers a bit of a headache. The competition was organised at fairly short notice but still attracted more than 400 entries. The overall standard was good.

Judges were Squadron Leader G. Brown RAF (Officer in Charge of the Joint School of Photography, RAF Cosford), Mr. G. Coster (Superintending Chief Photographer, Reproduction Services), and Mr. P. Hicks (Picture Editor of the Press Association).



Above — The 1982 Peregrine Trophy winners are left to right: LA(Phot) Al Campbell, PO(Phot) Pete Holdgate with the Peregrine Trophy, and LA(Phot) Roger Ryan. Right — "The Final Mile," PO(Phot) Holdgate's memorable picture of Royal Marines yomping to Port Stanley, and "Lucy," a portrait by LA(Phot) Titchener.





# PEOPLE IN THE NEWS

## Endurance back at the Mill

FORTY members of HMS Endurance's ship's company resumed their special relationship with BBC TV's Pebble Mill at One when they took part in the programme on September 14.

They visited the Birmingham studios just three weeks after returning from a marathon ten-month "summer season" in the South Atlantic. Last year, Pebble Mill director John Smith and presenter Bob Langley travelled south with the Endurance to make films about the Falklands, Argentina and the Antarctic.

Capt. Nicholas Barker, commanding officer of the Endurance, told Bob Langley about the ship's role in the Falklands war, and Lieut. Keith Mills RM, who led the ship's Marine detachment in defence of Grytviken, described his experiences.

Lieut.-Cdr. Tony Ellerbeck, whose many missions included the helicopter attack on the submarine Santa Fe, was also interviewed, while Cdr. Nigel Ward, who three years ago landed his Sea Harrier in the grounds of the studio, gave an account of the Harrier's outstanding performance in combat.

Many of the ship's company were able to answer questions during the programme, which also featured the Band of the Royal Marines from HMS Heron. Frankie Howard called in to meet the men from the Endurance. During the war he offered his services as an entertainer to the Task Force.

Also involved on the programme were WO2 Roy Carr, Colour Sgt. Art Huddart and Sgt. John Webb, the Poole-based RM illustrators whose "Up the Falklands!" and "Carry on Yomping!" cartoon books have raised thousands of pounds for the South Atlantic Fund.



Comedian Frankie Howard chats to sailors and Royal Marines from HMS Endurance during a Pebble Mill at One television programme.



Roger Eaton

Sub-Lieut. Roger Eaton, a former pupil of Arnold School, Blackpool, "dropped in" on his old school — in a Sea King helicopter. He and Sub-Lieut. Andy Moss, who also comes

from the Fylde area, were en route from RN air station Culdrose to Scotland.

Roger, who served in HMS Hermes during the Falklands war, was greeted on the school playing fields by more than 1,000 pupils and inspected a naval guard of honour drawn from the school's Combined Cadet Force.



Paddy Fawcett

CPOWTR Paddy Fawcett leaves the Royal Navy on November 5 after 44 years and ten months unbroken service. He is thought to be the longest serving member in the Navy, and the most senior CPO Writer.

Paddy signed on in February 1938 and served through most of the Second World War in the seaplane carrier HMS Albattross. Since October 1962 he has been instructing at HMS Flying Fox, the RNR headquarters at Bristol.



Jill Ireland

Wren (DH) Jill Ireland has received a commendation in recognition of the way in which she performed her duties as a dental hygienist in Naples. Without the guidance of a full time dental officer, she provided the community with an outstanding programme of dental health education and a first rate emergency treatment clinic. Jill received her commendation from Vice-Admiral J. F. Cadell, Senior British Officer in the NATO headquarters at Naples.

Gunnery Sgt. Joseph Houle USMC, who has been serving as an instructor at CTCRM Lympstone, has received a commendation from General Sir Steurt Pringle, Commandant General Royal Marines.

The commendation says Sgt.



LS(M) Michael Chipperfield greets his relief, Wren (Dog) Lady Fraser, who volunteered for service at Fraser Gunnery Range, Portsmouth, during the summer, and now musters regularly for the dog watches.

Picture: LA(Phot) Phil Ball.

Houle served at CTC with considerable distinction, was the only NCO acting as a Troop Commander in the Commando Training Wing, and had been an outstanding leader and an inspiration to both recruits and other staff. Sgt. Houle was awarded the Purple Heart and the Vietnamese Cross of Gallantry during the Vietnamese War.

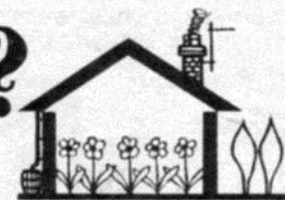
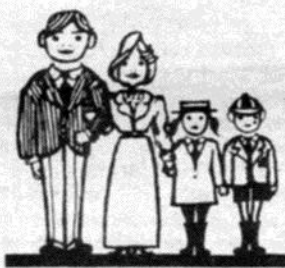


Moses and Sheffie

The handsome little fellow draped over the shoulders of LCK Moses Moscrip is a basenji pup who rejoices in the name Tukufu Shiny Sheff. Sheffie is owned by Mrs. Eileen Tofts of Hertford Hill, Herts., and was named in memory of HMS Sheffield. Another pup in the litter has been called Conqueror.

LCK Moscrip, a Sheffield survivor, is pictured carrying Sheffie in the traditional manner of the natives of the Belgian Congo. It is said that the tribesmen would rather part with their wives than sell their basenjis!

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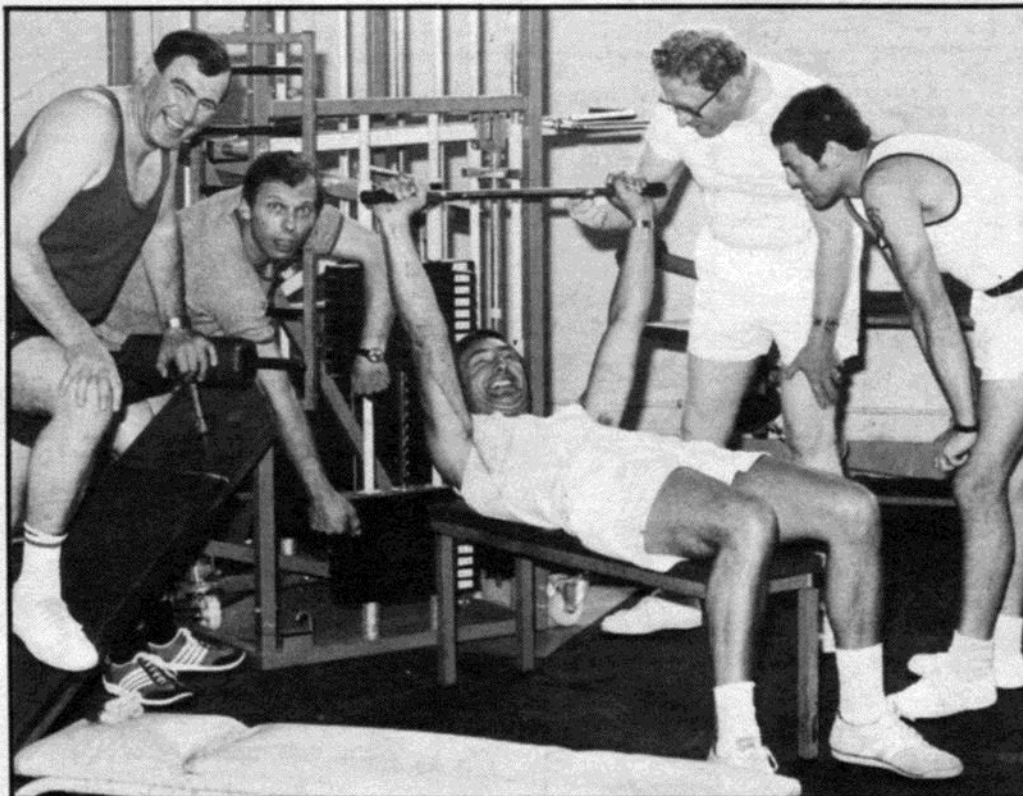
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## A PEAK OF FITNESS . . .



Several commanders serving in HMS Collingwood are getting fit for an assault on Pen y Fan, the highest point in the Black Mountains. Seen working out in the Collingwood Multi-gym under the guidance of LPT Bob McCarthy (right) are Cdr. Jeff Bond (on the bench) and (from left) Cdrs. David Wright, Donald Rowley and Alan Johnson.



# Mayday brings lightning response from Naiad

## Return of the Ferret

THE SHIP-NAME Ferret re-entered Royal Navy service on October 9 when a Royal Naval Reserve unit was commissioned at the Joint Services Intelligence Centre, Templar Barracks, Ashford.

HMS Ferret is unusual in that it is the smallest RNR unit, the only one to be commanded by a RN officer — Lieut.-Cdr. George Claydon — and the only one to have an all-officer complement. It was formed nearly 20 years ago.

That complement of 20 was inspected before the commissioning service by Commodore A. J. Dunn, representing the Commander-in-Chief Naval Home Command. Also present were Commodore R. C. Hastie, RNR, and Brig. B. A. H. Parritt, commander of the Kent centre.

Eighteen seagoing ships have borne the name Ferret, the first a sloop of 1704 and the last a First World War minelayer.

## Loch alert

A FREAK storm which caught Sunday sailors off their guard in the Gareloch resulted in rescue and salvage operations by a Sea King helicopter from HMS Gannet, HM submarine Osiris, RN auxiliary vessels and Ministry of Defence Police launches.

## VIP visitors

THE admirals, generals and air marshals who comprise the NATO Military Committee visited HMS Cardiff at Portsmouth during a two-day tour of UK defence establishments and units.

A WASP helicopter from the frigate HMS Naiad dodged Mediterranean lightning to help in the recovery operation when an American helicopter ditched in the sea.

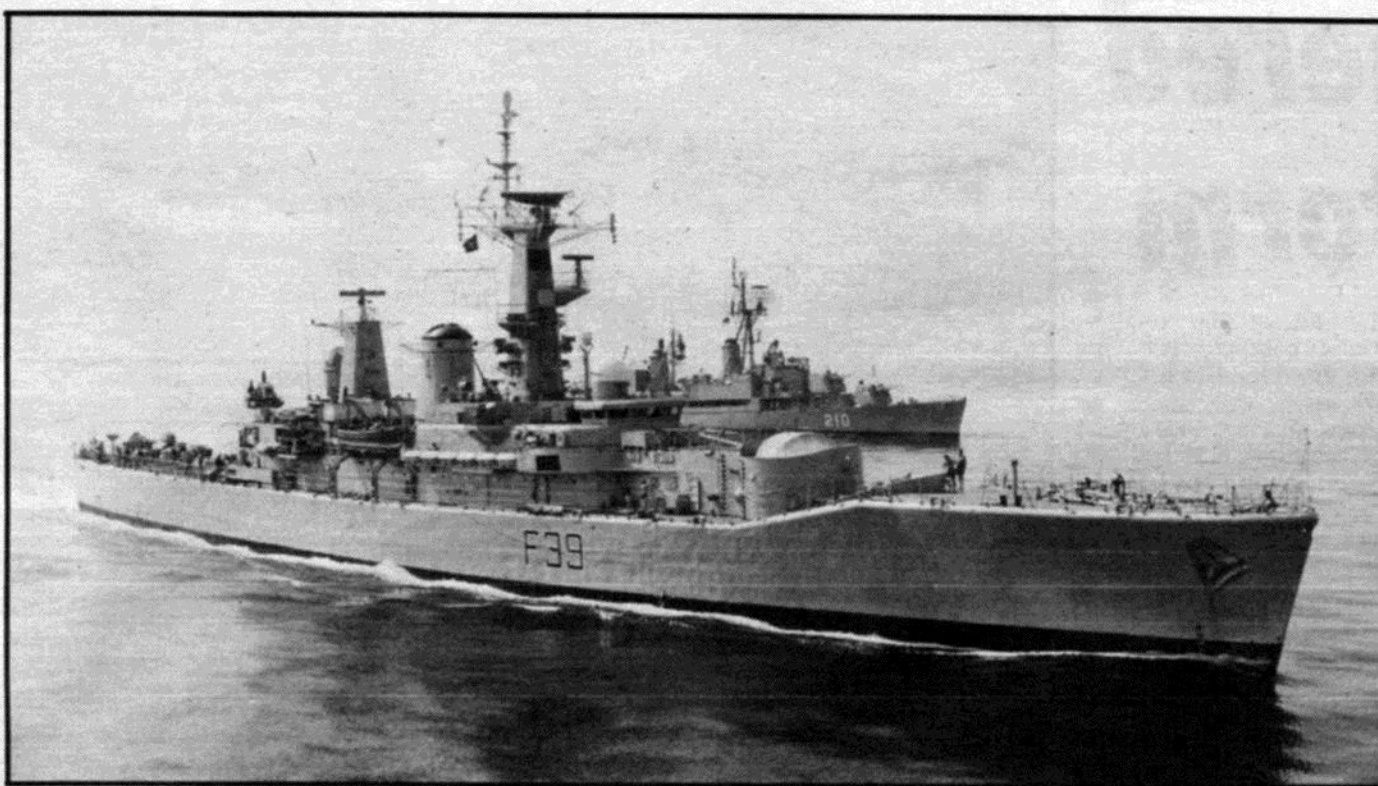
The crippled aircraft, a Sea Sprite from the frigate USS Estocin, came down after a tail rotor control failure. The Naiad, which with the US ship was a member of the Naval On-Call Force Mediterranean, launched her Wasp within 12 minutes of the alert.

## Wreckage

Although the Sea Sprite sank in seven seconds, all three crew members were picked up safely by the Estocin's seaboard. The British helicopter, with Lieut. Stephen Bramley and LACMN Mitch Mitchell on board, assisted in the recovery of the wreckage.

The Naiad and Estocin were among five NAVOCFORMED destroyers and frigates exercising together for a month on NATO's southern flank.

Other ships were the Italian flagship ITS Alpino, the Greek HS Themistocles and the Turkish TCG Savastepe. Known as "The Gang of Five," the group visited Naples, Livorno (where the Italian Navy laid-on a free trip to Pisa and Florence), Genoa, Palermo and



Augusta, Sicily. While at Genoa men from the Naiad took trips to Monte Carlo, Rapallo and Portofino.

Two weeks of the deployment were spent on Exercise Display Determination with the "Gang" in the raid role. Planned American involvement was reduced,

however, as a result of the situation in Lebanon.

During the deployment the group also undertook weapon training, manoeuvres, anti-submarine exercises, night encounter and communications exercises, cross-deck operations

and personnel transfer.

On October 5 the Naiad sailed from Augusta to rendezvous off the Algerian coast with HMS Fearless and RFA Bayleaf and to escort the assault ship on her deployment as Dartmouth Training Ship.

**HMS Naiad on NATO duty in the Mediterranean. Beyond her is the Greek destroyer HS Themistocles.**

## MINE CREW

SURFACE-SHIP sailors who find themselves 1,800ft. under the sea and miles out from the coast are usually in grave trouble...

But not so for these eight men of HMS Kingfisher, who kept themselves dry when they went three miles down into the North Sea and almost a third of a mile below the waves to visit the coalface at a mine at Seaham, County Durham.

They are (from left) RO1 Marti Ball, LWEM Chiff Chiffen, CPO Phil Atkins, LCK John Russell, RPO Ken Keuneman, Lieut. Dick Singleton, Lieut. Jim Donaldson and AMEMN1 Banjo West.

Meanwhile, other members of the ship's company went less deeply into matters, being satisfied with a sightseeing tour of Durham city.

## Gulf ships visited by Mr Nott

DEFENCE Secretary Mr. John Nott called on HMS Aurora and HMNZS Waikato during his visit to Kenya for talks with President Moi and other Kenyan leaders.

Both ships were on Gulf Patrol at the time. He visited them on September 15, and was greeted on board the Waikato by 20 Maoris who delivered their traditional challenge.

After a briefing by Cdr. D. N. Wood RNZN, Mr. Nott toured the ship to meet officers and ratings. He later transferred to the Aurora to host a reception for guests from the Kenyan Navy and coast province.

One of the New Zealand Navy's most recent acquisitions

is HMS Bacchante, handed over to the RNZN at Portsmouth Naval Base on October 1. The frigate is to be renamed HMNZS Wellington. Another frigate, HMS Dido, has been bought by New Zealand and is to be handed over next summer.

On her return from the Falklands, the Bacchante's flight commander, Sub-Lieut. Gary Kendall, notched up his 1,000th deck landing on his final day of flying from the ship.

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# How rusty Typhoon weathered the storm

RUSTY and weather-beaten, one of the smallest vessels to take part in the Falklands conflict was having her scars healed in a Portsmouth dry dock last month.

The 1,380-ton tug Typhoon, which spent almost six months on South Atlantic deployment, was described by her regular master John Morris as the rustiest ship he had ever seen.

She was the only ship of the Royal Maritime Auxiliary Service to serve with the Task Force, and like ships much larger than herself had to endure the violence of the South Atlantic weather.

On her return to Britain on September 24 she received an emotional welcome from wives, families and former crew members — men who originally manned the ship when she left and who were flown home in July.

During the Typhoon's unremitting labours in the Falklands area, the saddest task which fell to her was the towing away of the still-burning hulk of the RFA Sir Galahad.

Forty-eight men died in her when she was bombed at Bluff Cove on June 8, and many of the bodies were still on board when, a fortnight later, the Typhoon towed her out to be sunk as a war grave.

## WELSH FLAG

The landing ship was still burning and hot when Typhoon crew members boarded her to rig the tow and fulfil a wish of the Welsh Guards — to place a Welsh flag on board.

Later, the tug towed the Sir Galahad's damaged sister-ship, RFA Sir Tristram, from Port Pleasant to Port Stanley where she is being used as an accommodation ship.

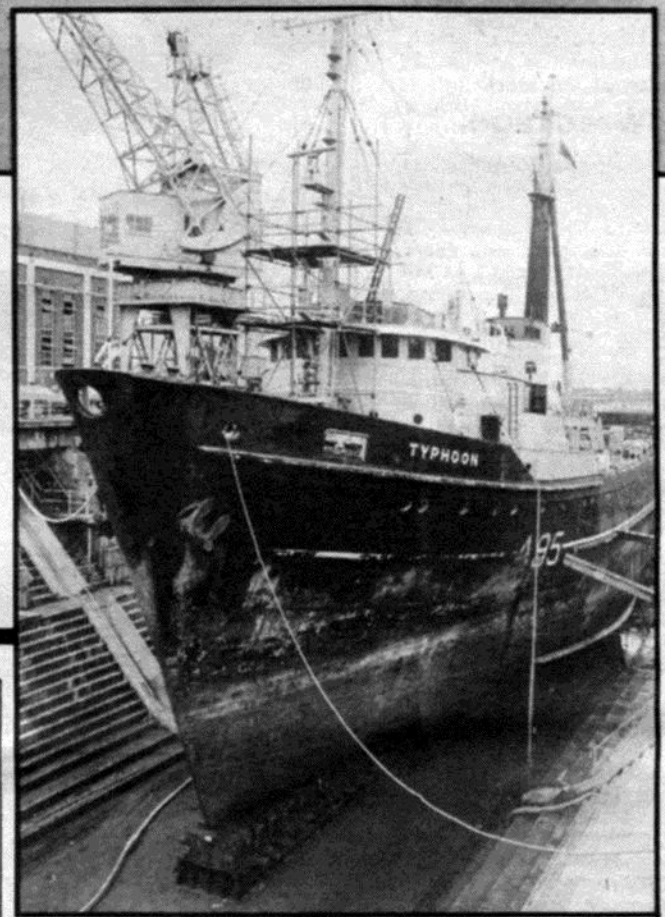
Above — Typhoon prepares to take the burning RFA Sir Galahad in tow from Bluff Cove to be sunk at sea. In the background are the RFAs Sir Lancelot and Sir Tristram. Right — A rather rusty Typhoon puts her feet up in a Portsmouth Naval Base dry dock.

The Typhoon's departure for the South Atlantic on April 4 — the day before the main elements left Portsmouth — was 20 years to the day that the then two-year-old vessel began her first trip to the islands.

This time her deployment was far from routine: during five weeks off South Georgia her crew sometimes worked up to 48 hours non-stop carrying stores and water and transport-

ing 1,500 troops between ships.

After that marathon she spent ten days of the conflict in the waters of the Falkland Islands under the constant threat of air attack. Mr. B. Stephens took over as master when the crew were relieved on July 21, but the two members of Naval Party 1810 — RS Dave Fricker and LMA Neil Macmillan — remained for the whole deployment.



Picture: PO(Phot) Radar Thompson

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## BOOKS

### Last rites for a princely warship

"IT SEEMS an incredibly long way to come for this," said an Army officer looking from a hill upon suburban-like Port Stanley as resistance suddenly collapsed and the British invading forces wondered nervously if the war was really over.

And "incredible" remains an adjective for a campaign in which men died and millions were spent — and it all started because a scrap metal merchant ran up the Argentine flag on a lonely island.

Already, to pick up yet another book about Britain's defence of a bit of her territory, is to get a feeling of "Oh no, not more of this stuff" but more is going to come.

If interest seems to have slackened, it is quickly revived, as is shown by "The Winter War" by Patrick Bishop (the Observer) and John Witherow (The Times), published as a Quartet paperback (price £2.95).

Bishop, from the Canberra, moved on to the islands with 42 Commando on D-Day, and Witherow, from HMS Invincible, joined up with the Scots and Welsh Guards at Bluff Cove.

"Considering that the war ended in a reasonably neat and satisfying way for Britain," they say, "it is easy to forget that it began in muddle and semifarce."

Even when the Task Force set sail, it was hard to take the business too seriously. It was a contest believed by newspapers to be between the First and Third Divisions.

"But the Navy were more

cautious," say the authors. "The Navy had never been in a missile war and had a healthy fear of the horrors it might involve."

On dry land, every newcomer to the battlefield was struck by the primitive nature of the business. Tactics seemed to have changed little from the First World War.

#### Pride

The first thing you did when you stopped was to begin digging a hole. The basic tools for fighting were still artillery, mortars, machine guns and bayonets.

Talking of the soldiery, "it was pride in themselves and their organisations that motivated them," say the authors.

Many of them were from Britain's economic wastelands: the Clyde, Ulster, the North-East, and they joined up in many cases because there was nothing else to do.

"The war was not won on the playing fields of Eton but on the tarmac playground of a Glasgow comprehensive."



Picture: Imperial War Museum

The two correspondents found it extraordinary the extent to which people behave in war in the way that war films would have you believe.

"In the middle of a battle... we saw a young Guards lieutenant from the Blues and Royals wandering down the road from the fighting and looking fiercely indignant. 'The swine have gone and blown up my tank,' he said."

So much of the book reads like the Somme that the mind turns back again to the same word, "incredible."

If the reaction is "This is where we came in," that does not prevent an almost hypnotic fascination to continue turning the pages.

In their summing-up the correspondents say that when the Fleet set sail it seemed impossible that the Argentines could

win. After it was over it was difficult to see how they lost.

If the French had supplied more Exocet missiles, if more bombs the Argentines dropped had exploded, then the course of the war could have changed utterly.

"The fundamental difference between the two sides was the quality of the infantrymen... The British troops were trained to perfection."

UNDER the great guns, the ships' companies of HMS Prince of Wales and USS Augusta gather on the quarterdeck of the British battleship for a Sunday morning service in August, 1941.

Heading the congregation are the sailors' national leaders — President Roosevelt and Winston Churchill, who met for the first time when the Prince of Wales anchored in Placentia Bay, Newfoundland.

Today, the picture has great poignancy, for only four months after it was taken at the Atlantic Charter meeting, the Prince of Wales was sunk off the coast of Malaya with the loss of many lives.

The meeting is recorded among more than 400 photographs in "A Churchill Family Album," a personal anthology by Sir Winston's daughter, Mary Soames, and published by Allen Lane (price £12.95).

Winston's life covered an extraordinary span. He took part in the last cavalry charge and went on to the start of the nuclear age. After a full life, which he believed was nearing its last decade, he sprang up again as Britain's leader in the Second World War.

The story of the family, in its own way, is just as absorbing as Winston's public life. There was triumph at its highest, and despairing tragedy.

Although Mrs. Soames must have had a monumental task in selecting the pictures from the thousands available, she has succeeded in giving the impression of completeness. Her album will take many, many people down memory lane.



Simon, mascot of HMS Amethyst

Picture: Keystone Press Agency

## Simon, the Navy's only cat 'VC'

WHEN HMS Amethyst came under fire from Chinese Communist batteries on the morning of April 20, 1949, those undergoing their baptism of fire included Simon, a very special seagoing cat.

About a year before, Simon as a kitten was presented to Lieut.-Cdr. I. R. Griffiths, commanding officer of the Amethyst, then in Hong Kong.

As the Captain's cat, Simon was in a privileged position, climbing over his master's guests and strolling across the chart table, but he got a rude shock when thrust into warfare.

Simon was in the Captain's cabin when one of the Communist shells burst through, almost wrecking it. With fur singed and suffering from wounds to the face and back, Simon hid away for days in a quiet corner.

The shelling had shaken out a large number of rats in the Amethyst, endangering the health of the ship's company, but the cat was given a roaming commission to deal with the rodent invasion.

#### Dickin Medal

His catches were so numerous that they were recorded, a note being made of where each rat was cornered. He continued his duties through all the subsequent shelling, and news of his unremitting attention to duty under fire soon reached London.

The upshot was that to Simon fell the proud distinction of being the only mascot of the Royal Navy to be awarded the Dickin Medal — the animals' Victoria Cross.

On arrival home in November 1949 his

experiences in battle, as well as pining for his comrades, caused a decline in health. He died in a few weeks, and is buried at Ilford in the cemetery of the People's Dispensary for Sick Animals.

Now, posthumously, Simon has won another tribute, by being included in "Animal Heroes," a book by J. J. Kramer, published by Martin Secker & Warburg (price £5.95).

It is hard to measure the value of pets in the armed forces, but one American "much loved mutt" had as his epitaph, "He made better dogs of us all."

The majority of the heroes mentioned in the book were on the other side of the Atlantic, but Simon has an honoured place among the featured pets of the British armed forces.

The book is generously illustrated and will have instant appeal to all animal-lovers.

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**IN BRIEF**

"Dive Bomber" by Peter C. Smith, published by Moorland (price £7.95). When Nazi Germany invaded Poland in 1939 the world became familiar with the new word blitzkrieg, describing swift-victory assault. Heading attacking spearheads were the dive-bombers. Aircraft of this type were to dominate fighting on all sides, and especially at sea. The author has researched his subject on a world basis to present an authoritative and comprehensive volume.

"The Sea Hunters" by Kenneth Poolman, published by Arms and Armour Press (price £9.95). The familiar story of how the RN and USN used small escort carriers converted from merchant ships to defeat the U-boats. In this "new look" at the subject, the author has had the benefit of hitherto classified Royal Navy records, plus personal reminiscences.

"Aviation in South-West Britain 1909-1979" by Dennis Teague, published by Baron Jay (price £4.75). The first of two volumes covering the counties of Cornwall, Devon and Somerset, and a revision of the original book written in 1970. There should be special interest for those who served at Yeovilton, Culdrose and St Mervyn during the Second World War.

"Everyman's Book of Sea Songs" by Richard Baker and Antony Miall, published by J. M. Dent (price £12). A collection of 60 shanties, ballads and

fighting choruses, with notes on each song. The songs appear in full piano score with guitar chords (except for unaccompanied shanties). There are no rude words, not even in "I'll go no more a-roving with you fair maid" (the book says "false maid").

"US Destroyers" by Norman Friedman, published by Arms and Armour Press (price £27.50). An illustrated design history of how the US Navy developed this special type of warship up to the present controversial nuclear v. conventional power. The author has based his work entirely on the formerly classified papers of the USN.

"All at Sea" published by Kenneth Mason (price £3.95). A collection of sea photographs taken by Ambrose Greenway, the captions being merry quips "by William Shakespeare, deceased." The book is an amusing idea producing Punch-like smiles rather than guffaws.

"The Modern US Navy" by John Jordan, published by Salamander (price £3.95). An illustrated guide giving data on more than 40 warship types, and including colour pictures and line drawings. A companion book "The Modern Soviet Navy" by the same author, has similar content.

"Badge of Glory" by Douglas Reeman, published by Hutchinson (price £7.95). The first novel in a new series by this prolific writer, offering a saga covering 150 years of a family's successive generations in the Royal Marines.

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A GIANT cheque for £600 is donated to the South Atlantic Fund by Bristol branch of the Royal Navy and Royal Marines Old Comrades' Association. The cheque was handed over at HMS Flying Fox and received on behalf of the fund by Capt. Dick Gerard-Pearse, RN (retd.). Money-raising efforts by members included raffles and a dance at which the guest of honour was HMS Sheffield survivor PO Naldrett.

Picture: Bristol United Press.

# Hypnosis comes to aid of S. Atlantic Fund

HMS FOREST MOOR Senior Rates' Mess raised £1,109 for the South Atlantic Fund by staging a cabaret and disco.

Star attractions included hypnotist The Great Zoltan, singer Mike Falcon, and Country and Western duo Brian and Shiela Denton, all of whom gave their services free, as did musicians Bernie Marran and Derry Jones and the Russell Green Disco.

Wrens from the RNR Leeds Communications Training Centre provided a most attractive waitress service and generous donations of cash and goods from the community included 44 gallons of beer from local pubs.

TS Formidable, the Belfast Unit of the Sea Cadet Corps, raised £130 for the South

Atlantic Fund through a jumble sale and white elephant stall.

Brass naval badges with the Falkland Islands superimposed on the Union Flag are to benefit the Fund. The 6½ins. x 5ins. badges on a wood backing are available from Mr. Gordon Ward (106 Mayles Road, Milton, Portsmouth PO4 8NS, telephone 734382) at £15 each.

Depending on the postage, about £5 from each badge sold will be given to the Fund. Aluminium badges suitable for painting, but with no wood backing, are available at £10 each.

"South Atlantic" weather was in store for 135 golfers who took part in a competition at Southwick Park in aid of the Fund. It was organized by FCPT Sammy Stubbs, assistant Fleet Recreation

Officer at Northwood, and raised £291.

Driving rain and high winds did not help the scoring, but HMS Dryad made good use of home advantage to win the team event from HMS Nelson. HMS Liverpool returned the best ship's team score, and CK Twidale (HMS Warrior) won the individual prize from Cdr. Perraton (HMS Dryad).

Six picture sweaters depicting the sailors, ships and aircraft of the Task Force have been raffled to raise £1,120 for the South Atlantic Fund. The sweaters were made by Mrs. Jo Beadles of Sewing Machine Supplies, Fratton Road, Portsmouth. Tickets were sold all over the country and Mrs. Sandra Simpson, wife of Commodore Mike Simpson, Commodore of HMS Nelson, made the draw on October 3.

## HELPING HANDS

# Hairy time nets £5,450

CHARITIES benefited by £5,450 through the deployment to the South Atlantic of HMS HM ships Bristol, Antrim and the converted trawler Northella.

HMS Bristol collected £3,000 — including £1,300 raised by a radio marathon just before she arrived home

## SWEEP PRIZES

TOP PRIZES of £1,000 in the St Leger Sweepstake organised by the Sailors' Children's Society went to ticket number 269469. Second prize (£500) went to ticket 150564, and third prize of £250 to 39226.

Prizes of £10 went to the following ticket numbers: 145689, 222972, 263925, 53660, 261823, 180731, 202200, 224410, 118936, 135129, 269560, 26993, 157384, 251233, 245102, 217208, 253898, 213199, 275363, 71056, 198459.

in September. The 24-hour event on the ship's SRE was televised simultaneously on the ship's closed-circuit system. It was conducted by the padre, the Rev. Frank Beattie, and MT1 George Tuck, and items auctioned included the flag of the Flag Officer Third Flotilla.

The Antrim, which returned in mid-July, raised £2,000 for the Guide Dogs for the Blind Association. The flight observer, Lieut. Chris Parry, organised a Mastermind quiz and in two beard-growing competitions MEA(P)1 Mick Donovan grew his in the fastest time and MEMN1 Tim Miles had the weirdest set.

Suen Ling Kan, the Antrim's sole Chinese laundryman,

walked away with the Best Chinese Beard title.

The Northella raised £450 to be shared between the Guide Dogs for the Blind Fund and Cancer Research. One of her ship's company of 27, MEA(P)1 Bob Talliss, managed 1,000 sponsored laps of the upper deck in the ten days before the ship reached Gibraltar on her way back. Bob covered 147 miles and negotiated 58,000 rungs on ship's ladders.

## £2,000 run

Ten members of the ship's company of HMS Euryalus left their frigate at Portsmouth on October 25 to run 340 miles to their adopted town of South Shields. With the help of a "Sponsor a Sailor" story in the



South Shields Gazette they were hoping to raise £2,000 for a local children's charity.

The Euryalus has already raised enough money this year to take an HMS Euryalus Physically Handicapped and Able Bodied Club child to Lourdes next Easter with the Royal Navy group of the Handicapped Children's Pilgrimage Trust.

The Kent Ex-Boxers Association, which is run by former matelots Tim Cole and Roger Dawkins, did a sponsored walk to raise £600 to help two-year-old Joseph Balfour, an incurably deaf boy, and his mother, to reach the John Tracey Clinic in Los Angeles to

## Pooling resources

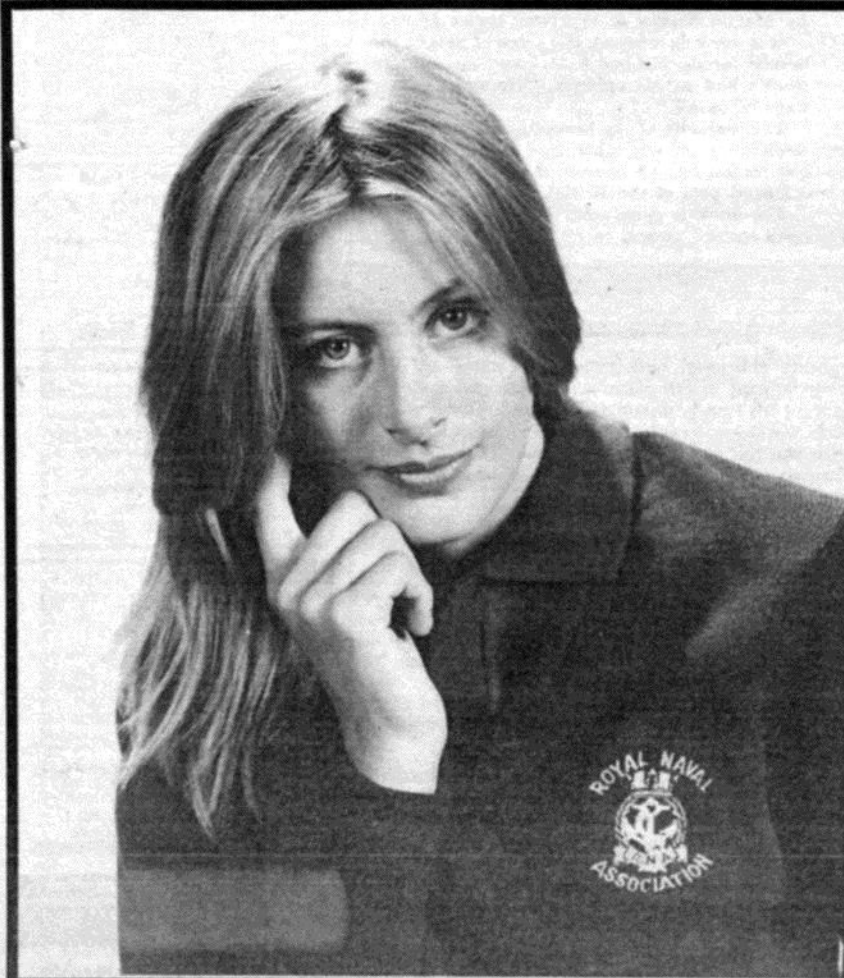
CPL Phil Carrigan takes a well-earned breather outside Huish Episcopal Primary School at Langport near Yeovilton after cycling 350 miles to Land's End and back in 24 hours. Phil, whose daughter Victoria is a pupil at the school, reckons his marathon ride will bring in £1,000 towards the £3,000 that the school needs for a swimming pool. Our picture shows pupil Clare Potten presenting a silver goblet to Phil, a musician in the Royal Marines Band of Flag Officer Naval Air Command at RN air station Yeovilton.

Picture: Wren(Phot) Jane Robertson

learn communication techniques. Chatham Naval Club helped with the walk.

A course of officer undergraduates doing a four-week

version of the PO leadership course in HMS Royal Arthur "spat and polished" the gardens of the Greathouse Cheshire Home.



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# Branching out to the serving men

THE ADMIRALTY has stressed the importance of the strengthening bonds between the Royal Navy and the Royal Naval Association by appointing as their liaison officer Cdr. Tony Roberts of the Second Sea Lord's Department.

Serving members of the Navy are playing an increasing role in the RNA and to encourage more recruits a campaign will be launched in December inviting officers and ratings to become members.

## Jackie's long voyage

SPLICE the Mainbrace was the order of the day at Mount Carmel Hospital, Clonakilty, County Cork, for the celebration to mark the 100th birthday of Shipmate Jackie Whelton, one of the patients.

As messages of congratulations poured into the hospital, Jackie was joined by relatives, friends, nursing and medical staff and members of the Cork branch of the Royal Naval Association for the cake cutting ceremony.

Jackie's 37-year love affair with the sea began when, as a lad of 16, he ran away and joined the Navy at Queenstown (now Cobh), in 1898. After training in HMS Black Prince he served in the cruiser HMS Duke of Edinburgh at Jutland and in HM ships Howe and Valiant.

### SPRIGHTLY

He retired from the Royal Navy in 1923 on an annual pension of £54 15 shillings, then went on to serve a further 12 years in the Merchant Navy before returning to live in Clonakilty.

Sprightly for his age, he still smokes a pipe of tobacco a day, enjoys a tot and attributes his longevity to the fact that he accepts everything as it comes and never worries about anything.

## OBITUARY

Shipmate Albert Hodgkiss, Stratford-upon-Avon and late Birmingham, aged 67.

Shipmate Roy Debnam, Gravesend, July 12.

Shipmate Albert Moors, Newton Abbot, aged 95.

Shipmate Charles Smith, Newbury, August 24.

Shipmate McIlroy, Capenhurst, late Birkenhead, August 26.

Shipmate H. S. Fulbrook, August.

Shipmate John Setford, Fern-down, July.

Shipmate Leslie Steele, Fern-down, July.

Shipmate L. W. Bryan, life member Portsmouth, September 6.

Shipmate F. Gowman, life member High Wycombe, August 23, aged 62.

Shipmate Clive Pugsley, Wokingham, September 19, aged 50.

Shipmate James Davies, Deeside, September 15, aged 74.

Shipmate John Bullen, Thetford, September 19, aged 60.

Shipmate Henry Wright, founder member Ipswich, September 17, aged 79.

Shipmate John Prestwich, president Oldham, September 20, aged 59.

Shipmate Lieut.-Cdr. A. G. Roberts, RNR, Royal Leamington Spa, September 19.

Shipmate Bob Reynolds, Royal Star and Garter Home, September 20.

Shipmate Laurence Turns, Edmonton, September 21, aged 62.

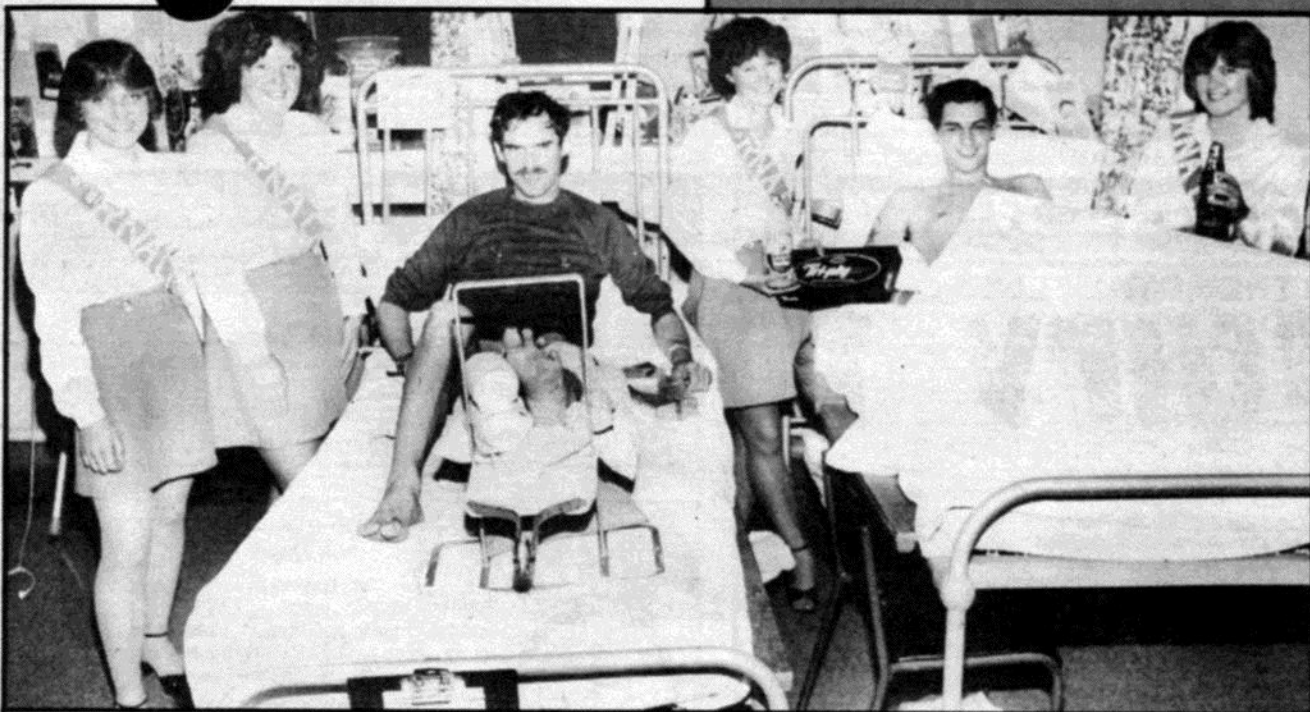
In support of this drive the National Council has agreed that those joining the Navy should be able to join the RNA immediately as provisional full members, without waiting to complete six months' service as was the rule.

Twenty new branches of the RNA opened in the past year from Fleet Street to Hong Kong, bringing the total of RNA branches to 363.

New members are encouraged to join a branch but they also have the option of joining a special Serving List on Headquarters Roll if their mobility makes this a preferred choice.

### Falklands

At a yearly subscription of £1.50, RNA comradeship extends to young and old with an increasing number of branches opening overseas. The Association's response during the Falklands conflict proved that it was



more than a club for kindred souls.

Branches were quick to respond to the needs of those serving in the South Atlantic and of their families, and were there to meet casualties returning home to supply them

with comforts.

As a registered charity the RNA raises huge sums of money annually to help naval and Service charities and have contributed substantially to the South Atlantic Fund.

Membership of the Association,

which has doubled in the past few years, gives the RNA new "muscle" as a pressure group for the Royal Navy.

The drive to recruit more members was summed up by the President of the Association, Vice-Admiral Sir Ernle Pope,

addressing delegates at conference:

"In the context of the Association" he said, "big is beautiful. The larger we get, the more muscle we have, the more influence we have and the more people will want to join."

# What a knockout for Bloxwich

IT IS not often a dispatch for Navy News goes up in smoke, but it happened at Bloxwich, when vandals set fire to a post box containing the local branch's report.

On a happier note, the members' ten mile sponsored walk was expected to raise £400 for the South Atlantic Fund, and the branch won No. 8 Area Litchfield Knockout Trophy during a great evening's entertainment provided by Rugby, organisers of the event.

To mark Maritime England Year, Gravesend's standard was re-dedicated in the presence of the deputy mayor and mayor, and the branch president, Rear-Admiral Bell and Lady Bell. The "Area standard and

those of 11 branches were paraded.

Shipmates of Hereford welcomed Cdr. Nicholas Tobin, who was in command of HMS Antelope. Mrs Tobin and members of the ship's company to their headquarters, when the Navy men paid a visit to Hereford to bid the city farewell.

### Memento

The Antelope, lost in the South Atlantic, was Hereford's adopted ship and successive ship's companies had contributed substantially to local charities, including a school for handicapped children. As a memento of the visit a desk plaque was presented to Cdr. Tobin.

Shipmates turned up in strength to Stratford-upon-Avon headquarters to welcome their Australian "oppos", on a Mari-

time England tour. The guests were welcomed by Shipmate Ken Birch (chairman), by the mayor and by Shipmate Ron Tasker, national council member for No. 8 Area. After an exchange of pennants, Shipmate Colin McClaymont, federal secretary of the Australian RNA, thanked the hosts.

## BRANCH NEWS

As many members of Whitstable are also members of the Royal British Legion, they travel to Belgium to attend the annual memorial service at Nieuwpoort in honour of King Albert of the Belgians.

This year they were accompanied by their own local Sea Cadet band, who by all

accounts, stole the show.

The 30 bandmen were accommodated in the Belgian Naval barracks at Ostend, and at the parade captured the admiration of the spectators, despite strong competition from local bands and those from France, Italy and Holland.

### Jubilee

Led by the King's Regiment North West Infantry Band Runcorn opened their jubilee celebrations with a parade and standard re-dedication attended by shipmates from No. 10 Area and other ex-service organisations. Thirty-two standards were paraded, led by national standard bearer Shipmate Bill Carruthers and No. 10 Area standard carried by Shipmate S. Williams.

The salute was taken by Area president, Shipmate Cdr.

Oloyd, who was accompanied by Capt. Jim Rayner of RNA Headquarters and Shipmate Bernie Edwards, branch president.

The day ended with a party at the club where a cheque was presented to Capt Rayner for the South Atlantic Fund.

Thetford send their congratulations and thanks to Norwich for organising a memorable day on dedicating their branch standard. Music was provided by a Royal Marines band.

A silver cup presented by Shipmate Gus Orton, was won by Shipmate Linda Bode in a general knowledge quiz. Members send their sympathy to the widow of Shipmate John Bullen, a stalwart member of the branch and a tireless worker on behalf of the local Sea Cadet Unit.



It must have been a very good joke to distract the attention of shipmates of Longsight branch from the £858 cheque they raised for the South Atlantic Task Force. Their chairman, Shipmate Jim Richardson, is handing it to the Lord Mayor of Manchester, Mr. Clifford Tomlinson. Pictured with them (from left) are: Shipmates T. Fowler, N. Harrop, R. Shone, S. Mason and G. Riley.

Picture: Cyril Riltson.

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For further information please contact Phil Baldwin, Manager, China Fleet Club Royal Navy, c/o HMS Tamar, BFPO 1

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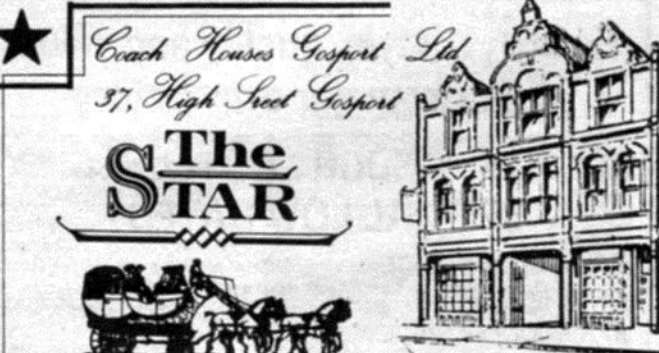
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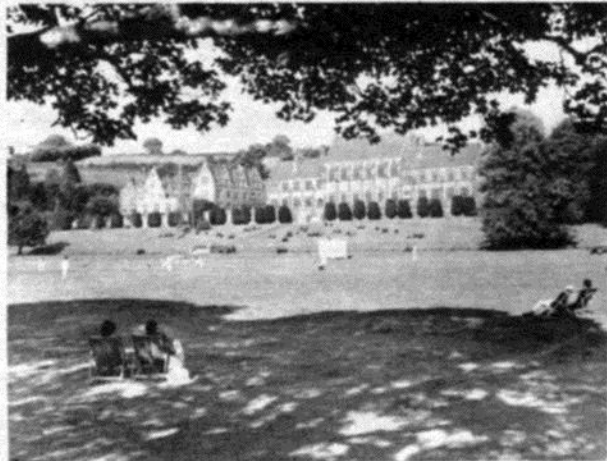
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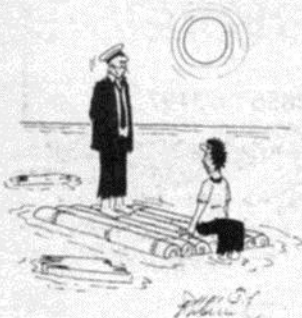
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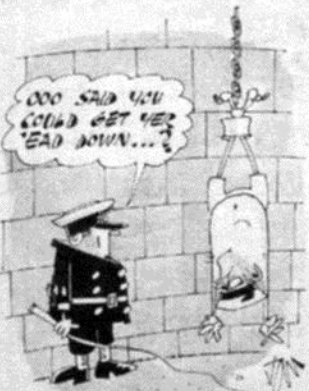
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## British salvage US helo

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Six men died when the Marine Corps aircraft plunged into the water about five miles off the west coast of Denmark. Bodies were recovered during the salvage operation, which involved divers working in depths of as much as 72ft.

The two-week long task, which ended in early October, was continually hampered by bad weather.

## City honour for Intrepid

WINCHESTER honoured the men of HMS Intrepid when the ship's company marched through the streets of their affiliated city on September 11. During the Falklands conflict the Mayor, Mr. Albert Austin, had promised a civic welcome when the ship returned.

## Water sports centre opens

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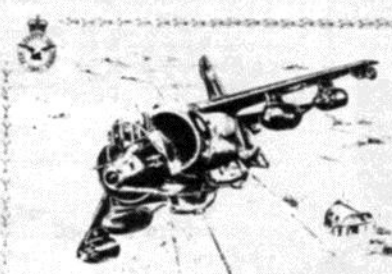
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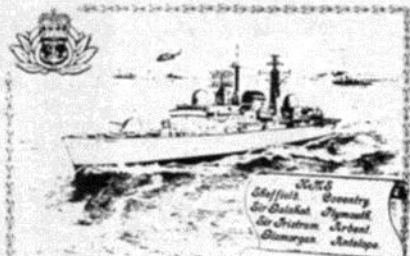
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## APPOINTMENTS

# Flag rank for Capt. Middleton

CAPT. L. E. Middleton, who commanded HMS Hermes when she was flagship of the Falklands Task Force, is to be promoted rear-admiral and to be Assistant Chief of Naval Staff (Operations) next April.

Another promotion to flag rank is that of Commodore G. M. F. Vallings, whose latest appointment has been in command of HMS Neptune and Commodore Clyde. He is to be promoted rear-admiral on January 25 and to be Flag Officer and Port Admiral Gibraltar and COMGIBMED in January.

Other appointments recently announced include:

Capt. P. N. Marsden, Commodore Admiralty Interview Board, February 7. (Granted rank of commodore).

Capt. G. A. Plumer, Staff of COMIBERLANT January 31 and as DCOS Plans, Ops., and Exercises. (Granted rank of commodore).

Capt. R. McQueen, Broadsword in command as Capt. 2nd Frigate Squadron, October 31.

Capt. M. G. T. Harris, Neptune as Capt. 3rd SM Squadron, December 1.

Capt. N. J. Barker, FOAIB as board president, January 4.

Capt. C. P. O. Burne, Glamorgan in command, November 2.

Capt. J. T. Lord, Excellent in command, November 18.

Cdr. C. L. MacGregor, Endurance in command September 21 1982 (acting rank of capt. before promotion December 31).

Cdr. J. D. W. Husband, Vernon in command, March 22 (To be promoted capt. December 31).

Cdr. M. R. Hare, As Capt. RNXS, October 29 (Granted acting higher rank of capt).

Cdr. A. C. Lyddon, Diomedes October 21 and in command.

Cdr. J. J. Howard, Amazon November 30 and in command.

Cdr. J. McLees, Churchill January 24 and in command.

Cdr. R. de F. Browne, Herald in command, October 26.

Cdr. D. C. B. Webb, Hydra in command, October 13.

Cdr. R. E. Smith, Daedalus and as OIC Seafield Park and president NAAB, February 13.

Cdr. R. N. E. Payne, Apollo in command, January 5.

Lieut.-Cdr. M. H. Robinson, Monitron February 8 and in command.

Lieut.-Cdr. D. R. Rimmer, SO Mersey Division RNR and Brereton in command, November 15.

Lieut. N. J. Ford, Brinton, December 14 and in command.

Lieut. R. Norris, Milbrooke November 2 and in command.



## PROMPT BRAZEN

HMS BRAZEN, fourth of the Type 22 all-missile frigates, leaves Devonport on October 6 for duty in the South Atlantic. The ship is due home on December 22. She was commissioned at Plymouth on July 2, well ahead of schedule, and rushed through her trials in the aftermath of the Falklands war.

# Ambuscade fliers survive fire drama

PILOT of a burning Lynx helicopter hovered low over the sea so that his crew could escape before he ditched in Force 7 winds.

The aircraft was conducting flying operations in the North Atlantic about 90 miles north-west of Lewis when the fire broke out. At the time the Lynx was 35 miles from its parent ship, HMS Ambuscade, and both started closing.

Only three miles had been whittled from

that distance when the worsening fire gave the pilot, Lieut. Allan Bucknell, no option but to put his aircraft down, first hovering low to allow Lieut. Phil Henry and LAEM Fez Parker to leap out.

### ROUGH SEAS

When the helicopter landed in the water the rough seas broke off the rotors and the Lynx started to turn over — but before it sank Lieut. Bucknell was able to scramble clear.

An RAF Nimrod dropped a liferaft and flares, and assisted the Ambuscade to close

the spot at full speed. All three crewmen were recovered by a Gemini dinghy and were back on board their frigate one hour and 13 minutes after ditching. Apart from being cold and wet they were none the worse for their experience.

Six days later, on October 5, the flight was able to declare itself operational again with the delivery of a new Lynx.

The Ambuscade plans a six-day visit to Liverpool at the end of November, giving the ship's company a chance to visit their affiliated borough of Crewe and Nantwich.

## Chatham mess items available

AS part of the rundown and closure of Chatham dockyard and HMS Pembroke, the WOs' and CPOs' mess is due to close at Easter next year.

A fine old building, the mess contains a wealth of items built up over the years — badges, trophies, bar fittings, an outside bar, fish tanks, microwave oven and much more. All these items are available for transfer to other WOs' and CPOs' messes.

### ACQUIRING

Messes interested in acquiring any of them should write before the end of the year to FCPO J. Hamond, President, WOs' and CPOs' Mess, HMS Pembroke, HM Naval Base, Chatham, Kent.

No payment will be asked, but the mess would like donations made to KGFS.

## Mr. Joe Dodman

MR. F. E. (JOE) DODMAN, who for many years represented Director of Public Relations(N) on the Navy News Management Committee, died suddenly in London on October 4.

A former Army officer, Mr. Dodman had been involved with Service public relations for many years and was Chief Press Officer at MOD before becoming Deputy Director of Public Relations(N) in 1971.

Navy News was represented at his funeral at Brighton.

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## Pennant returns

DISPLAYING the 11ft.-long pennant of the First World War battleship *Valiant* when it was presented to their submarine, the nuclear-powered HMS *Valiant*, are OS Steven Sharrock (top) and OS Steve Picton, who came up with a solution head and shoulders above the rest. The pennant, which flew at the Battle of Jutland, was presented to Cdr. Tom Le Marchand (right), commanding officer of the modern *Valiant*, by Mr. Bill Russell (left) of Lochgoilhead, Argyll.

Bill's father, a chief petty officer in the battleship *Valiant* at Jutland, was presented with the pennant by Admiral Sir John Jellicoe, commander of the Grand Fleet, for his impressive performance during a Scaup Flow regatta.

## CHARYBDIS HONOURS WAR DEAD

FOR THE first time in four years the Leander-class frigate HMS Charybdis was able to attend an annual memorial weekend held by Channel Islanders in remembrance of the men who died in the frigate's wartime predecessor.

Bodies were washed ashore on the islands and the French coast after the sinking on October 23, 1943, of the cruiser HMS Charybdis and the destroyer HMS Limbourne between Ushant and Cherbourg.

### BURIED

Twenty of the dead were buried on German-occupied Guernsey and almost the entire able-bodied adult population of the island attended the funeral in a remarkable demonstration of defiance and pride. The

memorial week-end has been held on Guernsey every year since the end of the war.

This year the commanding officer of the present Charybdis, Cdr. Neils Westberg, laid a wreath at the sailors' burial place and 21 standards of Service organisations were paraded.

Also present was the Belgian Navy's Chief of Staff, Vice-Admiral A. Schlim, who served for five months in the old Charybdis, leaving her the day before she sailed on her last mission.

## OBITUARY

D. McCann, AB(R), HMS Glamorgan, August 19.

S. West-Jones, MA, RN Hospital Plymouth, August 28.

J. Wood, RO1(G), HMS Falmouth, September 24.

H. Innes, POWEM(O), HMS Neptune, September 24.

G. Fleet, CMEM(L), HMS Turbulent, September 28.

A. J. Jarvis, PO(M), HMS Cambridge, October 2.

H. D. Jones, Capt., RM, Comacchio Co, October 7.

M. D. Howard, AEM(M)1, HMS Heron, October 7.

D. J. Annable, WEA2, HMS Cambridge, October 11.

E. J. Macey, Lieut.(SD)(PT), RN (retd.), August 63.

Vernon W. Helyer, Lieut., RN (retd.), August 81. Served RN 1928-54; later technical author MOD.

J. Record, Ex-CPO Coxn, Aged 65, in New Zealand. Served 1932-48, including HMS Volage.

Eric J. (Topsy) Turner, Ex-three badge AB, Aged 57. Service included Far East and HMS Vanguard.

Lord Carnock, DSO, Aged 98. Light Cruiser Forces, First World War. Retired as Capt., RN 1924.

Andrew Black Wood, Ex-CPO, Aged 72. Served over 30 years including HMS Ajax (Battle of River Plate), Dieppe (DSM) and Normandy (Mentioned in Despatches). Also held BEM.



# FRIGATE SALUTES GIBRALTAR GOVERNOR

WITH the Flag Officer, Gibraltar (Rear-Admiral D. J. Mackenzie) embarked, HMS Rhyl is pictured off Gibraltar as she steamed past HMS Fearless in salute to the departing Governor of Gibraltar, General Sir William Jackson.

Gen. and Lady Jackson were leaving the Rock on October 4 in the assault ship after a glittering and moving ceremony in which Sir William bade farewell to friends and colleagues before handing over the keys to the fortress as he stepped aboard.

The Governor inspected the

Fearless Royal Marines Guard and the Staff Band of the Royal Engineers, resplendent in red uniforms. Then, accompanied by HMS Rhyl and a host of small boats, the Fearless sailed to a 17-gun salute.

Gen. and Lady Jackson remained with the Fearless to Naples, taking part in many ship activities, including a flight in a Wessex helicopter of 845 Squadron detachment, a band concert and general drills for the officers and apprentices under training.

Picture: LA(Phot) Rick Toyer.



## It's a Rhyl honour!

HMS RHYL has been granted the freedom of the North Wales town of the same name — the first time the honour has been bestowed.

The freedom scroll was presented to the frigate's commanding officer, Cdr. David Brown, by the Mayor of Rhyl, Councillor Eric Davies, in a ceremony outside the Town Hall.

Bearing the badges of the town and the ship, the

scroll confers on Rhyl "the right, honour and distinction of exercising all customary naval privileges when entering Rhyl Harbour and parading in or marching through the streets of Rhyl on all ceremonial or civic occasions."

After the presentation the Mayor inspected the Guard, under the command of Lieut. James Davis, and other members of the ship's company on parade.

The ship's company then marched through the town, the Guard with their bayonets fixed. The Royal Marines Band of the Commander-in-Chief Fleet led the parade, in which the casket containing the freedom scroll was carried.

At a reception following the ceremony Cdr. Brown presented the Mayor with an engraving of the ship on plate glass.

The ship has always taken an interest in the Toc H holiday centre for under-privileged children, and during the reception Mr. Tom Griffiths, of the centre, was presented with a cheque for £1,000 and a motor mower by PO Charlie Brien and LWEM Ken Bryant.

More than 15,000 children have visited the centre since it was opened in 1950, and the Rhyl ship's company have made many visits to it and have given a wide variety of items to it, including, a storage shed, cooker and a washing machine.

Cdr. Brown was presented with a cheque for £1,216 for the South Atlantic Fund by Mr. Gary Marshall, of the Rhyl Fishermen's Association.

In his speech thanking the Mayor for the honour of the freedom, Cdr. Brown said he regarded it as an

honour not just for his ship's company, but for all the Royal Navy and for all the men who had served in the ship in her 22 years of naval service.

He said how much he and the ship's company had appreciated the messages of support from the town and many of the organisations during the South Atlantic conflict, although the frigate had been only on the fringes of the operational area.

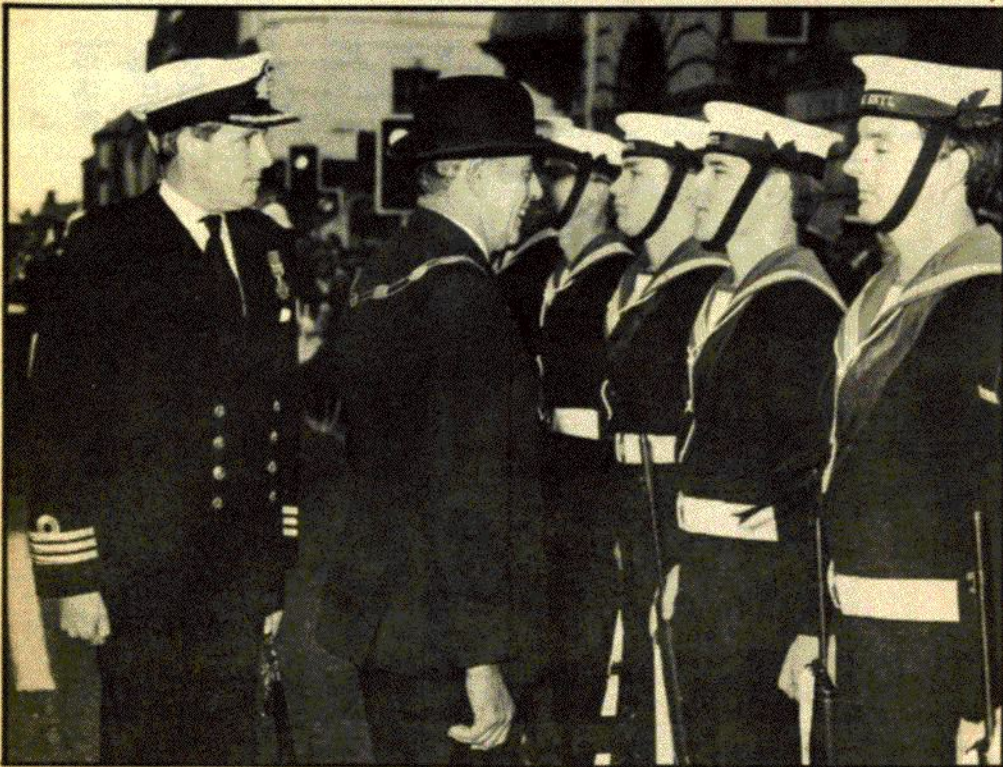
Cdr. Brown also paid tribute to the sea cadets of TS Rhyl, under the command of Lieut.-Cdr. Peter Haken, who took part in the ceremony.

### RECEPTIONS

The freedom ceremony was preceded by a service in St Thomas's Church, conducted by Canon Herbert Lloyd.

HMS Rhyl berthed in Birkenhead for her stay, and many Rhyl people visited the ship while she was there, including a party from the Ysgol Tirionfa school for handicapped children.

The programme for the ship's company included receptions in the town and a full sporting programme, with hockey, golf, shooting, football, rounders and netball, volleyball and snooker.



## WELSH GUARD

The Mayor of Rhyl, Councillor Eric Davies, inspects the Guard outside the Town Hall at the freedom ceremony for HMS Rhyl. He is accompanied by the frigate's commanding officer, Cdr. David Brown.

Picture: LWren (Phot) Caroline Williams.

## NAVY NEWS IN BRIEF

FOUR new minesweepers have been ordered by the Ministry of Defence to replace the RNR's Ton-class vessels.

The 800-ton ships will be designed and constructed by Richards Shipbuilding of Lowestoft at an estimated cost of £19 million. It is planned to order more vessels of the type later.

Royal Navy and Royal Marines personnel who served in Northern Ireland will be familiar with many of the operational facets captured in a print commissioned by the

Naval Staff in Northern Ireland. It is available from the Staff Supply Officer, SNONI, BFPO 806, at a cost of £1.75 including p. & p., cheques made payable to "SNONI Welfare Fund."

The Queen's Gallantry Medal has been awarded to AEMN(M)1 T. P. O'Brien and Mne. S. M. Atkins for distinguished service in Northern Ireland.

Men from the Royal Navy were among Service personnel who

were given a civic reception when they returned home to Newark-on-Trent. The group, each of whom was presented with a city citation, included Lieut. Simon Hambrook, LWEM(M) Nigel Freshwater, LMEM(M) Douglas Pask, AB Michael Scarborough, AEM(R) William Spencer, CSgt. Andrew Cove, Mne Clive Allen and Mne Kevin Harper.

Readers' Digest will pay £100 to the South Atlantic Fund for every "Humour in Uniform" story accepted for publication. In

addition £100 will be paid to the author. Letters and stories concerning the Falklands operation should be sent to Excerpts, Readers' Digest, 25, Berkeley Square, London W1X 6AB.

HMS Beagle interrupted her survey task in the North Sea to participate in celebrations to mark the centenary of the docks at Boston, Lincs. The ship's company were guests at a games night at the East Midlands Electricity Board Club and visited the local Bateman's Brewery.

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## NN2



# PEACE PATROL

## *Apollo calls at the post office*

Because of the size of mv Stena Inspector's flight deck it was often used to receive all helicopter traffic and mail destined for ships in the harbour. Here, HMS Apollo, acting as guardship, "calls" at the "post office" for her helicopter to collect mail and transfer it and stores to the other ships.



● From facing page

Lieut.-Cdr. Fogden organised lessons and standards before handing on the task to successive ships, including the Rev. Peter Chapman of the Diomed.

A close liaison was established between all three Services, with the RAF gradually assuming responsibility for air defence. The Army developed two naval gunfire support ranges at Egmont Cay and Mount Moody.

Having seen at first hand the living conditions of the Army, it was a pleasure for Royal Navy ships

to offer the use of their "hotel services" whenever possible.

Eventually it became possible to swap teams of six or more for periods of up to a week. "Swop drafts" were exchanged with the 1st Battalion Scots Guards at Ajax Bay, the Queen's Lancashire Regiment at Port Howard, the 1st Battalion Queen's Own Highlanders at Roy Cove, and 657 Army Air Squadron at Port Stanley.

All the ships in the group visited settlements in West Falkland. Initial contact was usually made through ships' flights, which delivered mail and stores to the remote outposts. Helicopters were soon tuning into the islanders' radio frequency so that they could warn of their imminent arrival. That way the islanders could get their outgoing mail ready for collection, and have the coffee waiting!

Almost all West Falklands' settlements were visited, although the main effort went to those areas where the Army was unable to help, such as Port Stephens, Pebble Island and Fox Bay.

### Jetty survey

In return for bed and board, working parties were landed at each of these three settlements to carry out a number of tasks.

A diving team went to Fox Bay to survey the wool jetty; 80 gallons of diesel fuel were flown to Pebble Island; and "Father Jim" Allen, the group's Roman Catholic priest, went to Port Stephens to give the islanders their first church service for more than five months.

The Birmingham established a happy relationship with the Davies family at Weddell Island. LS(M) John Wilcox let slip the fact that his birthday was approaching, and Mrs. Davies baked a cake. When it was ready she passed a message to the ship and the cake was duly collected and devoured.

Not all the visits were an unqualified success. One young lady on Keppell Island was not at all impressed when a Royal Navy helicopter delivered her long-delayed homework!

## Diomedé aids the brave new world of San Carlos

THE REV. Peter Chapman, who visited San Carlos on board HMS Diomedé, found terrain similar to Dartmoor and parts of Scotland, and a settlement of 20 buildings and six families.

In all, there were 24 men, women and children at San Carlos. Most of the adults travel, reluctantly, to town — Port Stanley — once a year, so the necessities of life are grown or bred at the settlement, or bought from cargo ships which call every three months or so.

In normal times, children over eight attend boarding school in Stanley.

"The only industry," writes the Rev. Chapman, "is sheep rearing, and this particular settlement has six men to attend 27,000 sheep."

"When we arrived, HMS Diomedé offered her services to the settlement which until recently had hosted 5,000 troops and innumerable ships."

"One of the requests was for a teacher, and since I had been teaching NAMET English and O Level English to the men on board, I was duly elected to face 12 children between the ages of 4½ and 12."

### Spoiled

"For the last three months they have been spoilt by men away from their families, billeted with them or camping near them, and they have received very little schooling except from volunteers from the countless ships which had come and gone."

"In a small classroom heated by a peat fire we assembled for five days to consider the basics of English and maths. But somehow, I suspect, their greatest education has been in the last three months as they have become aware of a brave new world."

## Lucky seven for Danae

LEFT: AB Neil Walker, of HMS Danae, wife Denise and baby Lee, one of seven babies born to members of the ship's company during the four-month deployment.



## Ardent bell goes home

HMS ARDENT's bell is handed over by the Senior Naval Officer Falkland Islands, Capt. David Dobson (standing, second from right) to Cdr. Ian Garnett, commanding officer of HMS Amazon, for passage back to the UK.

The bell was recovered by LS(D) Taff Livingstone and LS(D) Jimmy Green (left and right, front row) from the wreck of the Ardent in Falkland Sound. It is to be cleaned up and presented to Cdr. Alan West, last commanding officer of the ill-fated frigate in 1975-76.

Also in the picture are three Falkland survivors now serving in the Amazon. They are AEMN2 Mick Dilucia (left) of HMS Coventry, and PO(S) Roger Baker (centre) and MEM(L)1 Stan Pearson (right) of HMS Antelope.



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## PEN-PALS

READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped addressed envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Details of the applicants are as follows:

**Julie** (22), single, 5ft. 4in., brown hair, green eyes, Milan Italy.  
**Jenny** (22), single, brown hair, brown eyes, Basildon, Essex.  
**Thelma** (44), separated, brown hair, Didcot, Oxon.  
**Yvonne** (21), single, brown hair, blue eyes, St Laurent du Var, France.  
**Jacque** (17), single, 5ft. 7in., auburn hair, blue eyes, Canterbury, Kent.  
**Debbie** (17), single, 5ft. 2in., auburn hair, green eyes, Canterbury, Kent.  
**Anne** (40), divorced, black hair, blue eyes, two children, Wrexham, Chwyd.  
**Sue** (30), divorced, 5ft. 2in., brown hair, brown eyes, Exeter, Devon.  
**Val** (27), single, 5ft. 4in., brown hair, brown eyes, Potters Bar, Herts.  
**Frances** (28), divorced, 5ft. 7in., auburn hair, green eyes, one child, Gosport, Hants.  
**Sharon** (21), single, 5ft. 6in., brown hair, blue eyes, Portsmouth.  
**Sandie** (25), single, 5ft. 4in., fair hair, blue eyes, Portsmouth.

**Julie** (21), single, 5ft., blonde hair, blue eyes, Acton, London.  
**Carol** (23), single, 5ft. 5in., blonde hair, blue eyes, Canterbury, Kent.  
**Cynthia** (38), divorced, 5ft. 3in., brown hair, blue eyes, two children, Rugby.  
**Maureen** (41), divorced, 5ft. 3in., blonde hair, blue eyes, Cornwall.  
**Anne** (33), single, 5ft. 6in., fair hair, grey eyes, Teddington, Middx.  
**Jan** (26), separated, 4ft. 11in., auburn hair, brown eyes, two sons, Oaklands Park, South Australia.  
**Angela** (24), divorced, 5ft. 3in., black hair, brown eyes, Harrogate, Yorks.  
**Carole** (21), single, 5ft. 5in., brown hair, green eyes, Fareham, Hants.  
**DeMora** (20), single, 5ft. 5in., auburn hair, blue eyes, Fareham, Hants.  
**Faith** (15), 5ft. 6in., blonde hair, blue eyes, Honiton, Devon.  
**Pauline** (25), single, brown hair, blue eyes, Washington, Tyne and Wear.  
**Margaret** (28), single, brown hair, blue eyes, one daughter (8), Washington, Tyne and Wear.  
**Maria** (22), single, 5ft. 7in., black hair, brown eyes, Swindon, Wilts.  
**Adele** (16), 5ft. 5in., brown hair, grey-blue eyes, Oakham, Leics.  
**Angie** (21), single, 5ft., brown hair, brown eyes, Stevenage, Herts.  
**Jean** (32), single, 5ft. 8in., brown hair, blue eyes, one daughter (10), Potters Bar, Herts.  
**Debra** (18), single, brown hair, blue eyes, Leeds, Yorks.

**Margaret** (22), single, 4ft. 11in., brown hair, blue eyes, Plymouth, Devon.  
**Susan** (17), single, 5ft. 5in., brown hair, blue eyes, St. Agnes, Cornwall.  
**Wendy** (34), divorced, 5ft. 4in., brown hair, hazel eyes, two children, Pitsea, Essex.  
**Nicola** (16), 5ft. 8in., blonde hair, blue eyes, Reading, Berks.  
**Pauline** (28), single, 5ft. 2in., black hair, brown eyes, Oldbury, W. Midlands.  
**Yvonne** (23), single, 4ft. 10in., brown hair, brown eyes, Dartford, Kent.  
**Pat** (20), single, 5ft. 5in., brown hair, hazel eyes, Liverpool.  
**Sue** (22), single, 5ft. 5in., brown hair, brown eyes, Cobham, Surrey.  
**Barbara** (33), separated, 5ft. 5in., auburn hair, green eyes, two daughters, Herne Bay.  
**Mandy** (16), 5ft. 2in., brown hair, green eyes, Sheffield.  
**Susan** (28), divorced, 5ft. 2in., brown hair, brown eyes, Luton, Beds.  
**Carol** (31), divorced, 5ft. 2in., brown hair, brown eyes, two children, Willenhall, W. Midlands.  
**Joy** (35), widow, 5ft. 10in., brown hair, brown eyes, Goodmayes, Essex.  
**Melanie** (24), single, 5ft., brown hair, blue eyes, Gillingham, Kent.  
**Val** (20), single, 5ft., blonde hair, hazel eyes, Liverpool.  
**Lisa** (17), single, 5ft. 1in., green eyes, Bury St Edmunds, Suffolk.  
**Joan** (20), divorced, 5ft. 4in., blonde hair, blue eyes, Birmingham.

**Barbara** (19), single, 5ft. 4in., fair hair, brown eyes, Portsmouth.  
**Beverley** (23), single, 5ft. 6in., brown hair, brown eyes, Fareham, Hants.  
**Jennifer** (25), single, 5ft. 6in., fair hair, blue eyes, Caldicote, Gwent.  
**Allison** (31), divorced, brown hair, hazel eyes, Wellingborough, Northants.  
**Davina** (16), 5ft. 4in., auburn hair, blue eyes, Melton Mowbray, Leics.  
**Teresa** (23), single, 5ft. 5in., auburn hair, grey eyes, Bury, Lancs.  
**Michele** (21), single, 5ft. 4in., blonde hair, blue eyes, Southend-on-Sea, Essex.  
**Bridget** (18), single, 5ft. 6in., brown hair, brown eyes, Midhurst, Sussex.  
**Diane** (23), single, 5ft. 7in., brown hair, blue eyes, Halesowen, W. Midlands.  
**Sandra** (16), 5ft. 6in., brown hair, blue eyes, Leeds, Yorks.  
**Barbara** (21), single, 5ft. 5in., brown hair, blue eyes, Stockton-on-Tees.  
**Sally** (30), divorced, 5ft. 6in., brown hair, blue eyes, one daughter (8), Guildford, Surrey.  
**Annette** (21), single, 5ft. 7in., brown hair, green eyes, one daughter (2), Warrington, Cheshire.  
**Sarah** (16), 5ft. 4in., brown hair, blue-green eyes, Midhurst, Sussex.  
**Elaine** (19), single, 5ft. 5in., brown hair, blue eyes, Burton-on-Trent, Staffs.  
**Helen** (19), single, 5ft. 6in., brown hair, blue eyes, Northwood, Middx.  
**Sue** (24), single, 5ft. 8in., brown hair, blue eyes, South Harrow, Middx.  
**Sheila** (22), single, 5ft. 5in., brown hair, brown eyes, Erith, Kent.  
**Jean** (25), single, 5ft. 3in., blonde hair, brown eyes, Ilminster, Somerset.  
**Ruth** (32), separated, 5ft. 2in., blonde hair, green eyes, Ilminster, Somerset.  
**Fiona** (16), 5ft. 4in., fair hair, blue eyes, Basingstoke, Hants.  
**Marita** (21), single, 5ft. 5in., blonde hair, blue-grey eyes, Kouvoila, Finland.  
**Allison** (22), single, 5ft. 6in., brown hair, brown eyes, Fort William, Scotland.  
**Soraya** (21), single, 5ft. 5in., brown hair, brown eyes, Gibraltar.  
**Carol** (22), single, brown hair, Bedfordshire.  
**Carolyn** (19), single, 5ft. 6in., brown hair, green eyes, Great Bookham, Surrey.  
**Lorraine** (20), single, 5ft. 4in., red hair, hazel eyes, Birmingham.  
**Chris** (27), single, 5ft. 4in., auburn hair, blue-green eyes, London.  
**Susan** (26), divorced, 5ft. 1in., brown hair, brown eyes, one son (6), Bridlington, N. Humberside.  
**Rosemary** (18), single, 5ft. 7in., blonde hair, brown eyes, Pontefract, Yorks.  
**Rosanne** (16), 5ft. 2in., brown hair, blue eyes, Brandon, Suffolk.  
**Helen** (19), single, 5ft. 7in., blonde hair, blue eyes, Letchworth, Herts.  
**Brenda** (24), single, 5ft. 10in., blonde hair, blue eyes, Edmonton, London.  
**Julie** (21), divorced, 5ft. 1in., auburn hair, hazel eyes, two children, Sheffield.  
**Jean** (43), divorced, 5ft. 2in., brunette, hazel eyes, Leeds.  
**Tina** (17), single, 5ft. 7in., brown hair, brown eyes, Bingham, Isle of Wight.  
**Erika** (23), divorced, 5ft. 6in., blonde hair, blue eyes, Gelli, Rhondda.  
**Caroline** (18), single, 5ft. 5in., brown hair, hazel eyes, Peterborough.  
**Amanda** (17), single, 5ft. 3in., brown hair, blue-green eyes, Yarns, Cleveland.  
**Lesley** (17), single, 5ft. 8in., blonde hair, blue eyes, Woking, Surrey.  
**Kate** (23), single, 5ft. 9in., brown hair, hazel eyes, Dartford, Kent.  
**Carol** (36), widow, fair hair, blue eyes, Sunderland.  
**Julie** (21), single, 5ft. 8in., brown hair, hazel eyes, Hartlepool, Cleveland.  
**Christine** (22), single, 5ft. blonde hair, blue eyes, Plaistow, London.  
**Brenda** (33), widow, 5ft. 3in., brown hair, three children, Skelmersdale.  
**Jill** (22), single, 5ft. 2in., dark hair, brown eyes, Bristol.  
**Jannine** (17), single, 5ft. 9in., auburn hair, hazel eyes, Gravesend, Kent.  
**Sue** (23), single, 5ft. 9in., brown hair, brown eyes, Coventry.  
**Jacqueline** (17), single, 5ft. 7in., auburn hair, blue eyes, Huddersfield, Yorks.  
**Jacky** (22), divorced, 5ft. 4in., blonde hair, blue eyes, Worsley, Lancs.  
**Sheila** (28), single, 5ft. 3in., dark hair, grey-blue eyes, Bexley Heath, Kent.  
**Seona** (27), divorced, 5ft. 10in., fair hair, blue eyes, Bonnybridge, Stirlingshire.  
**Val** (21), separated, 5ft. blonde hair, blue eyes, Manchester.  
**Shirley** (21), single, 5ft. 4in., brown hair, blue eyes, Leeds.  
**Susan** (22), single, 5ft. 2in., blonde hair, blue eyes, Ashton-under-Lyne, Lancs.  
**Tracey** (18), single, 5ft. 6in., brown hair, blue eyes, Cannock, Staffs.  
**Sherry** (17), single, 5ft. 4in., blonde hair, grey eyes, Southall, Middx.  
**Geraldine** (18), single, 5ft. 7in., brown hair, brown eyes, Chelmsford, Essex.  
**Carole** (25), divorced, 5ft. 2in., brown hair, blue eyes, Giffach Goch, Mid Glam.  
**Karolina** (19), single, 5ft. 2in., brown hair, brown eyes, Barking, Essex.  
**Suzanne** (17), 5ft. 4in., brown hair, blue eyes, High Wycombe, Bucks.  
**Susan** (20), single, 5ft. 7in., brown hair, blue-green eyes, Wimbledon, London.  
**Karon** (20), single, brown hair, blue-green eyes, Ashford, Kent.  
**Shirley** (27), separated, 5ft. 5in., blonde hair, blue eyes, Milton Keynes, Bucks.  
**Jackie** (29), divorced, 5ft. 3in., dark hair, brown eyes, Norwich, Norfolk.  
**Debbie** (21), single, 5ft. 4in., fair hair, blue eyes, Benfleet, Essex.  
**Sharon** (21), single, 5ft. 5in., brown hair, brown eyes, Manchester.  
**Jenny** (28), divorced, 5ft. 3in., blonde hair, blue eyes, Harrow, Middx.

**Carole** (21), single, 5ft. 8in., brown hair, brown eyes, Southampton.  
**Josie** (19), single, 5ft. 1in., blonde hair, blue eyes, London.  
**Carol** (24), single, 5ft. 8in., brown hair, blue eyes, Rotherham, S. Yorks.  
**Cherrie** (21), single, 5ft. 3in., blonde hair, blue-green eyes, Newmarket, Suffolk.  
**Helen** (17), single, 5ft. 9in., brown hair, brown eyes, Bury St Edmunds, Suffolk.  
**Teena** (17), single, 5ft. 3in., brown hair, brown eyes, Wellington, New Zealand.  
**Yvonne** (19), single, 5ft. 8in., brown hair, brown eyes, Leamington Spa, Warks.  
**Chris** (25), divorced, 5ft. 2in., brown hair, blue eyes, Canterbury, Kent.  
**Kathleen** (22), single, brown hair, blue eyes, Glasgow.  
**Christine** (28), single, 5ft. 4in., brown hair, hazel eyes, Ammanford, Dyfed.  
**Gay** (21), separated, 5ft. 2in., blonde hair, hazel eyes, Morden, Surrey.  
**Liz** (24), single, 5ft. 7in., blonde hair, hazel eyes, Birmingham.  
**Sheila** (47), separated, 5ft. 2in., auburn hair, green eyes, one son (7), New Cross, London.

**Helen** (16), blonde hair, blue eyes, Bristol.  
**Matilda** (18), single, 4ft. 11in., brown hair, brown eyes, Aylesbury, Bucks.  
**Lynne** (22), single, 5ft. 8in., brown hair, hazel eyes, Tottenham, London.  
**Ella** (24), single, 5ft. 3in., brown hair, brown eyes, Southampton.  
**Dianne** (18), single, 5ft. 3in., brown hair, blue eyes, Saltburn-by-Sea, Cleveland.  
**Kim** (23), divorced, 5ft. 2in., fair hair, blue eyes, Wisbech, Cambs.  
**Norma** (21), single, 5ft. 4in., blonde hair, green eyes, Romford, Essex.  
**Gail** (16), 5ft. 10in., brown hair, blue eyes, York.  
**Dawn** (17), single, blonde hair, blue eyes, Wakefield, Yorks.  
**Diane** (25), single, 5ft. 9in., fair hair, blue-green eyes, Oxford.  
**Norma** (20), single, 5ft. 4in., brown hair, blue eyes, Peterborough, Cambs.

**Lana** (18), single, 5ft. 7in., blonde hair, blue eyes, Wragby, Lincs.  
**Sandra** (21), single, 5ft. 4in., brown hair, blue eyes, Taunton, Somerset.  
**Jill** (44), divorced, 5ft. 5in., blonde hair, blue eyes, two children, Highbridge, Somerset.

**Vicky** (40), divorced, 5ft. 4in., brown hair, green eyes, Stevenage, Herts.  
**Sharon** (18), single, 5ft. 8in., blonde hair, blue eyes, Hemel Hempstead, Herts.  
**Rosemary** (18), single, 5ft. 2in., brown hair, brown eyes, Dagenham, Essex.

**Pauline** (43), divorced, 5ft. 5in., dark hair, brown eyes, Swansea, Glam.  
**Lisa** (22), single, brown hair, green eyes, Pontypridd, Glam.  
**Linda** (31), divorced, 5ft. 4in., blonde hair, hazel eyes, two sons, London.  
**Teresa** (21), single, 5ft. 2in., brown hair, blue eyes, Brandon, Suffolk.

**Pam** (27), single, 4ft. 11in., brown hair, grey-green eyes, one daughter (3), Spennymoor, Co Durham.  
**Karen** (17), single, 5ft. 2in., brown hair, green eyes, Birmingham.  
**Sue** (26), single, 5ft. 2in., brown hair, brown eyes, New Southgate, London.

**Shirley** (34), divorced, 5ft., fair hair, blue-green eyes, one daughter (4), Hedgerley, Bucks.  
**Sharon** (16), 5ft. 1in., blonde hair, blue-grey eyes, Rainham, Essex.  
**Judi** (15), 5ft. 4in., brown hair, brown eyes, York.

**Janet** (39), divorced, 5ft. 5in., brown hair, hazel eyes, four children, Redditch.  
**Shirley** (27), divorced, 5ft. 5in., fair hair, blue eyes, one daughter (8), Liverpool.  
**Catherine** (26), single, 5ft. 8in., dark hair, blue eyes, Stirling, Scotland.  
**Julie** (17), single, 5ft., brown hair, blue eyes, Plaistow, London.

**Annette** (17), single, 5ft. 4in., fair hair, hazel eyes, Waltham Abbey, Essex.  
**Irene** (15), 5ft. 2in., brown hair, brown eyes, Dagenham, Essex.  
**Mandy** (16), 5ft. 8in., brown hair, blue eyes, Warley, W. Midlands.

**Margaret** (48), divorced, 5ft. 3in., brown hair, brown eyes, Chertsey, Surrey.  
**Faye** (17), single, blonde hair, blue eyes, West Drayton, Middx.

**Marion** (16), 5ft. 5in., brown hair, blue eyes, Newcastle-on-Tyne.  
**Dorothy** (18), single, 5ft. 4in., brown hair, green eyes, Newcastle-on-Tyne.  
**Christine** (28), divorced, 5ft. 2in., black hair, brown eyes, Bargoed, Glam.  
**Karen** (17), single, 5ft. 4in., brown hair, green eyes, Preston, Lancs.

**Lynda** (24), single, 5ft. 1in., dark hair, green eyes, Bexleyheath, Kent.  
**Lorraine** (23), single, 5ft. 5in., brown hair, grey-blue eyes, Coventry.  
**Karen** (17), single, 5ft. 3in., brown hair, hazel eyes, Milford Haven, Dyfed.

**Cheryn** (22), single, 5ft. 1in., fair hair, brown eyes, Caerphilly, Glam.

**Tracy** (18), single, 5ft. 5in., brown hair, blue eyes, Bedford.  
**Tina** (24), single, 4ft. 11in., brown hair, brown eyes, Bromley, Kent.  
**Karen** (23), separated, 5ft. 4in., brown hair, blue-green eyes, Chelsea, London.

**Christine** (21), single, 5ft. 6in., brown hair, blue eyes, Maidenhead, Berks.  
**Marie** (18), single, 5ft. 5in., auburn hair, hazel eyes, South Harrow, Middx.  
**Helen** (17), single, 5ft. 5in., brown hair, brown eyes, Manchester.

**Trisha** (20), single, 5ft. 8in., brown hair, hazel eyes, Cheshunt, Herts.  
**Lorraine** (20), single, 5ft. 3in., brown hair, green eyes, Enfield, Middx.

**Debbie** (19), single, 5ft. 4in., fair hair, blue eyes, Cheshunt, Herts.  
**Kay** (25), single, 5ft. 5in., brown hair, blue eyes, Poole, Dorset.  
**Kathy** (23), single, 5ft. 2in., brown hair, brown eyes, Birmingham.

**Eleanor** (17), single, 5ft. 8in., black hair, blue eyes, Strathgillo, Fife.  
**Caroline** (18), single, 5ft. 6in., fair hair, blue-green eyes, Hatfield, Herts.  
**Lorraine** (24), single, 5ft. 5in., blonde hair, hazel eyes, Chichester, Sussex.

**Lynda** (29), single, 5ft. 2in., dark hair, blue eyes, one daughter (2), Salford, Lancs.  
**Jill** (21), single, 5ft. 2in., brown hair, blue eyes, Luton, Beds.  
**Ida** (47), single, 5ft. 5in., blonde hair, green eyes, Newmarket, Suffolk.  
**Elleen** (20), single, 5ft. 5in., brown hair, hazel eyes, Portsmouth, Hants.

**Lisa** (21), single, 5ft. 8in., fair hair, blue-grey eyes, Dorchester, Dorset.  
**Maggie** (27), single, 5ft. 2in., brown hair, hazel eyes, Plymouth, Devon.  
**Denise** (17), single, brown hair, brown eyes, one daughter, Gosport, Hants.  
**Pat** (40), divorced, 5ft. 1in., dark hair, Congleton, Cheshire.

**Diane** (18), single, 5ft. 5in., blonde hair, hazel eyes, Newcastle, Staffs.  
**Tracey** (20), single, 5ft. 2in., fair hair, blue eyes, Milton Keynes, Bucks.

**Mandy** (18), single, 5ft. 5in., brown eyes, grey-green eyes, Ashton-under-Lyne.  
**Jane** (18), single, 5ft. 6in., auburn hair, blue eyes, Hook, Hants.  
**Grace** (37), divorced, 5ft. 9in., blonde hair, blue eyes, Bracknell, Berks.  
**Christine** (28), divorced, 5ft. 5in., fair hair, blue-green eyes, two children, Newbury, Berks.  
**Trina** (16), 5ft. 3in., brown hair, green eyes, Bracknell, Berks.

**Ruth** (17), single, 5ft. 7in., brown hair, blue eyes, Sutton-in-Ashfield, Notts.

**Karen** (17), single, 5ft., brown hair, brown eyes, Rotherham, Yorks.  
**Janette** (18), single, 5ft. 8in., blonde hair, green eyes, Newmarket, Suffolk.  
**Kathleen** (27), divorced, 5ft. 6in., brown hair, blue eyes, three children, Bedford.

**Sue** (19), single, 5ft. 8in., brown hair, green eyes, Darlington, Co Durham.  
**Ruth** (23), single, 5ft. 8in., blonde hair, blue eyes, Nazeing, Essex.  
**Joan** (21), single, black hair, brown eyes, Mitcham, Surrey.

**Pauline** (21), single, black hair, brown eyes, Mitcham, Surrey.  
**Tanya** (16), 5ft. 8in., brown hair, green eyes, Preston, Lancs.

**Caroline** (19), single, 5ft. 3in., brown hair, brown eyes, Brentwood, Essex.  
**Heather** (30), divorced, brown hair, hazel eyes, Norwich, Norfolk.  
**Kathleen** (17), single, 5ft. 8in., brown hair, blue eyes, Hartlepool.

**Mary** (33), divorced, 5ft. 1in., brown hair, brown eyes, three children, Nottingham.  
**Lesley** (29), single, 5ft. 10in., dark hair, brown eyes, Rainham, Essex.  
**Jackie** (24), single, 5ft., brown hair, blue eyes, Crayford, Kent.

**Barbara** (34), divorced, 5ft. 5in., blonde hair, one son (12), Cheshunt, Herts.  
**Julie** (17), single, 5ft. 2in., blonde hair, blue eyes, St. Albans, Herts.  
**Christine** (25), divorced, 5ft. 11in., fair hair, blue eyes, Walsall, Staffs.

**Julie** (16), 5ft. 5in., brown hair, blue eyes, Selly Oak, Birmingham.  
**Joyce** (27), single, 5ft. 3in., blonde hair, blue-grey eyes, one son (6), Ashton-under-Lyne, Lancs.

**Kathleen** (27), divorced, 5ft. 5in., brown hair, green eyes, two children, Ashton-under-Lyne, Lancs.  
**Sonia** (22), single, 5ft. 2in., brown hair, green eyes, one daughter, Leicester.

**Julie** (17), single, 5ft. 4in., brown hair, brown eyes, Boldon, Tyne and Wear.  
**Judi** (23), single, brown hair, green eyes, one son (4), Harrogate, Yorks.  
**Kim** (17), single, 5ft. 4in., fair hair, brown eyes, Halifax, Yorks.

**Sharon** (20), single, 5ft. 4in., brown hair, brown eyes, Billingham, Cleveland.  
**Maggie** (18), single, 5ft. 3in., brown hair, blue eyes, Cowplain, Hants.  
**June** (22), single, 5ft. 2in., auburn hair, blue eyes, Southampton.

**Christine** (16), 5ft. 5in., blonde hair, blue eyes, New Barnet, Herts.  
**Angela** (17), single, 5ft. 3in., brown hair, blue eyes, Ebbw Vale, Gwent.  
**Yasmin** (17), single, 5ft. 6in., dark hair, brown eyes, Lower Edmonton, London.

**Sharon** (23), single, 5ft. 2in., brown hair, blue eyes, Tipton, W. Midlands.  
**Donna** (17), single, 5ft. 8in., brown hair, brown eyes, Harlow, Essex.  
**Sandra** (29), divorced, 5ft. 4in., brown hair, blue-grey eyes, Whitley Bay, Tyne and Wear.

**Sandra** (24), single, 5ft. 4in., auburn hair, blue eyes, Bethnal Green, London.  
**Jean** (49), widow, 5ft. 3in., fair hair, blue eyes, Chester-le-Street, Co Durham.  
**Joan** (32), single, 5ft. 3in., brown hair, blue eyes, Coventry.

**Su** (30), single, 5ft., brown hair, blue-grey eyes, Westcliffe-on-Sea, Essex.  
**Doris** (45), divorced, 5ft. 5in., brown hair, blue eyes, two sons, Gosport, Hants.  
**Julie** (17), single, 5ft. 2in., blonde hair, hazel eyes, Solihull, W. Midlands.

**Cheryl** (18), single, 5ft. 9in., brown hair, blue eyes, Margate, Kent.  
**Donna** (17), single, 5ft. 4in., brown hair, hazel eyes, Tamworth, Staffs.  
**Jane** (18), single, 5ft. 5in., brown hair, blue eyes, Mansfield, Notts.

**Deana** (17), single, 5ft. 2in., auburn hair, Wolverhampton.  
**Sandra** (17), single, 5ft. 3in., blonde hair, blue eyes, Cardiff.  
**Diane** (38), divorced, 5ft. 2in., black hair, brown eyes, Blackpool.

**Rosemary** (32), single, 5ft. 7in., brown hair, blue eyes, Ilford, Essex.  
**Susan** (21), single, 5ft. 4in., brown hair, blue eyes, Durham.  
**Janet** (20), single, 5ft. 2in., blonde hair, blue eyes, Reading, Berks.

**Dawn** (20), single, 5ft. 5in., brown hair, blue eyes, Walsall, Staffs.  
**Linda** (15), 5ft. 3in., brown hair, blue eyes, March, Cambs.  
**Sue** (30), separated, 5ft. 1in., brown hair, blue eyes, one daughter (4), Didcot, Oxon.

**Beryl** (30), single, 5ft. 2in., fair hair, blue eyes, Middlesbrough, Cleveland.  
**Margaret** (43), divorced, 5ft. 7in., brown hair, brown eyes, Devonport, Plymouth.  
**Julie** (17), single, 5ft. 4in., brown hair, grey-green eyes, Portsmouth.

**Dee** (28), single, 5ft. 6in., blonde hair, grey-blue eyes, one son, Enfield, Middx.  
**Tracey** (18), single, 5ft. 4in., blonde hair, blue eyes, Ealing, London.  
**Mandy** (19), single, 5ft. 2in., fair hair, brown eyes, Scunthorpe, S. Humberside.

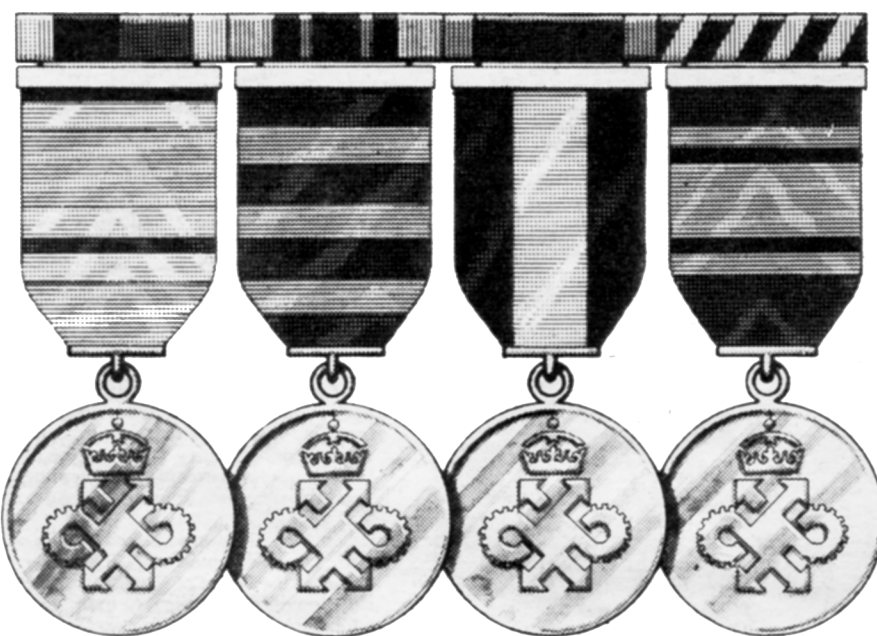
**Dawn** (23), divorced, 5ft. 4in., black hair, blue-grey eyes, Birmingham.  
**Nerys** (26), single, 5ft. 7in., brown hair, blue eyes, Caernarfon, Gwynedd.  
**Rose** (16), 5ft. 6in., blonde hair, green eyes, Norwich.

**Essy** (44), widow, 5ft. 4in., brown hair, grey eyes, Norwich.  
**Deborah** (17), single, 5ft. 6in., fair hair, blue eyes, Eastleigh, Hants.  
**Olive** (41), divorced, 5ft. 5in., brown hair, blue eyes, three sons, Hove, Sussex.

**Patricia** (36), divorced, 5ft. 5in., blonde hair, blue eyes, Alton, Hants.  
**Dawn** (21), single, 5ft. 6in., blonde hair, green eyes, Basildon, Essex.  
**Angela** (18), single, 5ft. 2in., brown hair, blue eyes, Placentia, Canada.  
**Paula** (23), single, 5ft. 6in., dark hair, brown eyes, Liverpool.

**Marilyn** (22), single, dark hair, brown eyes, Leyton, London.  
**Carol** (27), single, 5ft., brown hair, green eyes, Banbury, Oxon.  
**Kim** (17), single, 5ft. 4in., blonde hair, brown eyes, Ashford, Kent.

**Annette** (27), single, 5ft. 7in., brown hair, hazel eyes, Nottingham.  
**Christine** (33), single, 5ft. 4in., brown hair, brown eyes, Dover, Kent.  
**Jane** (21), single, 5ft. 3in., brown hair, blue eyes, Rhyl, Clwyd.  
**Anne** (19), single, 5ft. 3in., brown hair, blue eyes, Amersham, Bucks.  
**Edwina** (28), divorced, 5ft. 5in., auburn hair, grey eyes, Derby.



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 Are you willing to work overseas? \_\_\_\_\_  
 What salary do you hope for? \_\_\_\_\_

Ref. D373 Personnel & Training Dept.,  
 British Aerospace Public Limited Company, Dynamics Group,  
 Stevenage Division, P.O. Box 19,  
 Six Hills Way, Stevenage, Herts. SG1 2DA.



# NAVY NEWS READER SERVICES

## PROMOTIONS

The following promotions on the Special Duties List have been approved with effect from October 1, 1982, subject to medical fitness:

**Seamen.** To Lieut.-Cdr.: P. R. Duffy, B. F. Wits, D. B. Wyatt, T. P. Mullen, T. Pratt, D. McFadzean, K. Mathers, J. Catterson, M. J. Shalders, D. L. Palmer, J. C. Mundy.

**Engineering.** To Lieut.-Cdr.: M. Rushton, P. A. Litheron, R. T. Dann, R. Standen, B. Bolton, G. J. Crocker, P. J. Moore, R. Rager, C. W. Stephens, J. Tomlinson, R. G. Knight, A. Dyer, D. Hutchings, A. R. Rokins, J. B. Kingdon.

**Supply and Secretariat.** To Lieut.-Cdr.: M. R. Lawrence, K. A. Broach, A. W. Rogers, P. J. F. Allen, M. A. Flaherty.

**Medical Services.** To Lieut.-Cdr.: D. I. Park.

### ROYAL MARINES

The following officers have been provisionally selected for promotion to date as shown:

**To Major (May 2, 1983):** G. Whiteley.  
**To Major (August 3, 1983):** M. E. Mead.  
**To Captain (April 1, 1983):** R. D. Lamb, R. F. Playford, J. R. Hancock.

### WRNS

The following promotions have been approved with effect from October 1, 1982:  
**To First Officer:** M. W. Cole, L. J. Ford.  
**To Second Officer:** S. J. Chambers, T. M.

## AWARDS

(Continued from Page 21)

**Cdr. J. B. Taylor, Spartan;** Cdr. B. G. Teifer, Intrepid (Central Staffs) — MOD.

**Mne P. A. Cruden, Fearless (RM Eastney);** PO2 B. Czarnicki MN, ss Atlantic Conveyor; CMEM(L) A. F. Fazakerley, Coventry (Collingwood); WEM(R) J. R. Jesson, Brilliant; POWEM(R) G. J. Lowden, Alacrity; Sec. Off. I. Povey RFA, RFA Sir Galahad; CWEM(R) W. Rumsey, Coventry (Collingwood); RO(T) D. F. Sullivan, RFA Sir Galahad (Mercury); MEMN(M) T. A. Sutton, Coventry (Nelson); A/Csqt D. A. Watkins RM, Fearless.

**Queen's Commendation for Brave Conduct**

**Mne P. A. Cruden, Fearless (RM Eastney);** PO2 B. Czarnicki MN, ss Atlantic Conveyor; CMEM(L) A. F. Fazakerley, Coventry (Collingwood); WEM(R) J. R. Jesson, Brilliant; POWEM(R) G. J. Lowden, Alacrity; Sec. Off. I. Povey RFA, RFA Sir Galahad; CWEM(R) W. Rumsey, Coventry (Collingwood); RO(T) D. F. Sullivan, RFA Sir Galahad (Mercury); MEMN(M) T. A. Sutton, Coventry (Nelson); A/Csqt D. A. Watkins RM, Fearless.

## CIVIL DIVISION

### CBE

**Capt. D. A. Elberby, master, mv Norland;** Capt. D. J. Scott-Masson, master, ss Cambera; Capt. J. P. Morton, master, mv Elk.

### OBE

**Capt. W. J. C. Clarke, master, mv Europic Ferry;** Capt. A. Fulton, master, cable ship Iris; Capt. D. M. Rundle, master, mv British Wye; Capt. M. J. Slack, master, ms Wimpey Seahorse.

### MBE

**Miss R. M. Elsdon, senior nursing sister,** ss Cambera.

### BEM

**G. Bales, able seaman, tug Irishman;** R. S. Barrett, chief steward, cable ship Iris; D. P. Betts, able seaman, tug Irishman; J. S. Fairfield, lately corporal, Royal Marines, Falkland Islands; J. A. Goldie, stores officer, RFA Reserve; J. Johnston, senior storekeeper, RFA Fort Austin; Shik-Ming Kang, laundryman, HMS Brilliant; A. J. Leonard, chief cook, ss Atlantic Causeway; P. McEwan, stores officer, RFA Regent; Ling-Kan Suen, laundryman, HMS Antrim.

## OVER TO YOU

**Shanties:** Mr. David Evans (ex-REM1), 7 High Walk, Orchard Leigh, Fareham, Hants, hopes to produce a book on naval songs (not sea shanties, "I mean the songs we used to sing") and would welcome help from readers.

**HMS Wolsey:** Mr. K. E. Wilson, Vega, Main Road, Covenham St Mary, Louth, Lincs LN11 0PG, thanks readers for identifying the destroyer D98 as HMS Wolsey, a First World War W-class destroyer. The photograph has gone to the first enquirer, Lieut.-Cdr. G. Reed, H.M.S. Pembroke historian, for inclusion in the Chatham Naval Base historical centre. Stamps included in letters have been donated to the South Atlantic Fund.

**Print wanted:** Mrs. P. Durrans, 56 Furzefield Road, Welwyn Garden City, Herts, seeks help in locating a printed copy of "A Matelot's Farewell to His Tot," which she would like to have framed.

**RTF?:** Mr. John Lindop (ex-RP3), 2 Waterside Court, Skips Lane, Christleton, Chester CH3 7BE, wonders if any reader can give him the name of a radar training ship (referred to as "RTF") which operated on the Clyde or Forth early in 1945, and on board which he did a short sea course. He would also like to borrow a photograph of the ship if one is available.

**Halifax liner:** Mr. E. R. Carpenter, 16 Abercromby Road, Abercromby, Mountain Ash, Mid Glam CF45 4NG, asks if anyone can tell him the name of the liner which carried the eight crews to Halifax N.S. for the manning of the first ex-U.S. destroyers to be handed over in the Second World War. The date was September 1940.

**Old friend:** Mr. and Mrs. F. Moss, 39 Mary Street East, Horwich, Bolton, Lancs would like to resume contact with an old friend, Richard A. Purvis, last serving in the training school at Plymouth before retiring.

**Cap tallies:** Mr. W. G. Morgan, 16 Amroth

Horn, D. J. Faulds, J. R. MacLennan, A. C. Blackburn, J. M. Bowen, A. M. Fleming, T. A. Morgan.

**AUTHORISATION** for promotion of the following rates to chief petty officer has been issued:

### WEAPON ENGINEERING

**To CWEM(R) — D. G. Feli (Euryalus).**

### SUPPLY AND SECRETARIAT

**To CPOCK — A. S. Alvey (FO Medway),** A. J. Panter (Heron), J. D. Bowden (Pembroke), M. J. Morris (Sultan).

### COMMUNICATIONS

**To CRS — P. C. Hopkins (FOST),** B. Taylor (CINCNVHOME).

### PHYSICAL TRAINING AND RECREATION BRANCH

**To CPOPT — J. Richard (BRNC Dartmouth).**

### MARINE ENGINEERING

**To CMEM(M) — T. R. Hammond (Sultan),** P. G. Debono (Penelope), C. D. Gobie (Plymouth), R. Irvine (Cochrane), M. Black (Bossington), D. H. Daly (Excellent), R. Hill (Osprey), M. E. Pearce (Neptune).

### FLEET AIR ARM

**To CPOACMN — R. Godley (Osprey).**

### OPERATIONS BRANCH (SEAMAN GROUP)

**To CPO(OPR) — P. M. Haddock (Raleigh),** S. J. Stephens (Dryad), S. J. Shaw (Defiance).

**To CPO(MW) — J. J. Turnbull (Vernon).**

### ARTIFICERS AND MECHANICIANS

**To ACMEEM(EL)(SM) — J. D. Cox (Valiant),** P. R. R. Wells (Valiant).

**To ACMEEM(SM) — K. Lathwood (Revenge S).**

**To ACMEEM(P)(SM) — K. D. Tovey (Odin).**

**To ACMEA(ML)(SM) — P. A. Rogers (Sceptre).**

**To ACMEA(EL) (SM) — S. Hampton-Smith (Neptune).**

**To ACMEEM(ML)(SM) — R. Critchley (Repulse P).**

**To ACMEA(M) — B. Parkin (Gavinton).**

## POINTS LEADERS

THE FOLLOWING list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

Intermediate (Int) indicates that men can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible men.

The numbers following the points (or basic dates) is the number of men who were advanced during September.

**PO(EW)RS(W) — Int (29.10.81), Nil;** **LS(EW)LRO(W) — Int (29.10.81), 1; PO(M) — Int (15.8.82), 8; LS(M) — Int (29.10.81), 6; PO(R) — Int (17.12.81), Nil; LS(R) — Int (20.4.82), Nil; PO(S) — Int (7.12.81), Nil; LS(S) — Int (15.9.81), 1; PO(D) — Int (7.5.82), 2; LS(D) — Int (15.7.82), 3; PO(MW) — Int (19.3.82), Nil; LS(MW) — Int (8.7.81), 4.**

**PO(SR) — Int (10.4.81), Nil; LS(SR) — Int (5.8.81), Nil; POPT — Int (10.6.80), 1; RPO — 277, Nil; RS — 99, Nil; LRO(G) — Int (23.3.82), Nil; CY — Int (9.9.80), 4; LRO(T) — Int (8.12.81), 1; PO(S)(SM) — Dry, 1; LS(S)(SM) — Int (22.12.81), 2; PO(TS)(SM) — Int (14.7.81), 1; LS(TS)(SM) — Int (16.7.81), 2; RS(SM) — 151, Nil; LRO(SM) — Int (15.6.82), Nil; PO(UW)(SM) — Dry, Nil.**

**POEM(M) — Int (23.8.82), 9; LMEM(M) — Int (9.10.81), 10; POMEM(L) — Int (25.8.82), 7; LMEM(L) — Int (25.9.81), 6; POWEM(O) — Dry, 5; LMEM(O) — Int (8.7.82), 3; POWEM(R) — Dry, 9; LMEM(R) — Int (22.3.82), 9; POMEM(M)(SM) — Int (20.11.80), Nil; LMEM(M)(SM) — Int (13.8.81), Nil; POMEM(L)(SM) — Dry, 2; LMEM(O)(SM) — Int (26.7.82), 5; POWEM(O)(SM) — Dry, Nil; LMEM(O)(SM) — Int (19.4.82), 4; POWEM(R)(SM) — Dry, 2; LMEM(R)(SM) — Dry, 2; POWTR — Int (29.1.81), 1; LWTR — Int (22.3.82), 1; POSA — 333, Nil; LSA — 85, 1; POCA — Int**

(4.1.81), 2; LCA — 69, Nil; POCK — 669, Nil; LCK — Int (12.6.80), 4; POSTD — 446, Nil; LSTD — 160, 2; POMA — 95, Nil; LMA — 181, Nil.

**POAEM(M) — Int (25.7.80), 2; LAEM(M) — 88, 1; POAEM(WL) — Int (27.2.81), 2; LAEM(WL) — 135, Nil; POAEM(R) — Int (6.4.81), Nil; LAEM(R) — 65, Nil; POA(AH) — 108, Nil; LA(AH) — 111, Nil; POA(SE) — 750, Nil; LA(SE) — Int (1.8.80), 1; POA(PHOT) — 418, Nil; POA(MET) — 574, Nil; POACMN — Int (17.7.80), 1.**

**POWREN AEM(M) — Int (14.11.80), 1; LWREN AEM(M) — 105, 3; LWREN AEM(WL) — Int (11.12.81), Nil; LWREN AEM(R) — Dry, Nil; POWREN CK — Int (24.3.81), Nil; LWREN DSA — Int (16.7.81), Nil; LWREN TEL — 141, Nil; POWREN DSA — Int (8.9.81), Nil; LWREN DSA — 99, Nil; POWREN MET — 677, Nil; LWREN MET — 193, 1; POWREN PHOT — 557, Nil; LWREN PHOT — 127, Nil; POWREN(R) — 278, Nil; LWREN(R) — 171, 1; POWREN RS — Int (24.3.81), Nil; LWREN RO — 127, 3.**

**POWREN STD O — Int (9.6.81), Nil; LWREN STD O — 147, Nil; POWREN SA — 81, Nil; LWREN SA — 81, 1; POWREN TSA — Int (27.5.81), 1; LWREN TSA — 253, Nil; POWREN WA — Int (17.7.80), Nil; LWREN WA — 220, 1.**

**POWREN WTR G — Int (10.2.81), Nil; LWREN WTR G — Int (17.7.80), 3; POWREN WTR P — 102, Nil; LWREN WTR S — Int (20.10.81), Nil; POWREN D HYG — 167, Nil; POWREN REG — Int (3.3.81), Nil; POWREN PT — Int (10.2.81), Nil.**

The Basic Dates quoted for WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR 1066 Chapter 22:

**POWREN QA — Int (18.9.82), 1; POWREN EDC — Int (23.1.82), Nil; POWREN MT — Int (1.11.81), Nil; LWREN MT — 195, Nil; POWREN TEL — 241, Nil.**

## SWOP DRAFTS

**MEM(M)1 A Twomlow, (AMC), 3Q Mess,** HMS Kent, drafted HMS Fearless, March. Will swap for any Portsmouth Type 42 not in refit. Fearless due to deploy after Easter.

**AB(R) Wyatt, Barrack Guard, HMS Drake,** drafted HMS Londonderry, Portsmouth. Will swap for any Devonport ship or shore base.

**AB(M) Hawken, HMS Royal Arthur.** Will swap for any Plymouth shore base or ship not deploying.

**WEM(R)1 Tatton, 3EA Mess, HMS Minerva,** Plymouth. Will swap for any seagoing ship, Rosyth.

**WEM(O) Bennett, 3G Mess, HMS Fearless,** Portsmouth, not deploying. Will swap for Rosyth ship or shore base.

**MEM(M)1 K O'Neill, 3K Mess, HMS Leander,** Devonport. Will swap for any Devonport shore base or ship in refit.

**AB(M) TRIMMER, 3D Mess, HMS Bristol.** Will swap for any shore base or ship in long refit, Portsmouth.

**PO(MW) D. J. Moores, c/o AUWE Mine-sweeping Trials,** Portland, drafted HMS Abdiel, Rosyth, Jan. Will swap for any Portsmouth seagoing ship. Telephone Portland ext 3281.

**WAEM(M)1 Lettis, HMS Daedalus.** Will swap for any RN air station Cudrose. Contact HMS Daedalus ext. 30.

**WRENWTR(G) Hilbert, Release Office,** HMS Nelson ext 24271, drafted HMS Daedalus. Will swap for HMS Dolphin or any establishment / dockyard Portsmouth.

**LWEM(R) Beck, 4M2 Mess, HMS Fearless,** deploying Jan. Will swap for Portsmouth shore base or ship in refit.

**MEM(M)1 P. Hutchinson, (AMC), 3H Mess,** HMS Intrepid, drafted HMS Danae, Oct, Plymouth, DED. Will swap for any Rosyth draft.

**CK P. G. Crosskill, HMS Fife,** deploying 1983. Will swap for any Plymouth ship.

**WRENWTR(G) J. Hargreaves, Captain's Office,** HMS Warrior, ext 7180. Will swap for any Portsmouth draft.

**LCK P. C. Teese, HMS Walkerton,** Rosyth, due long refit, Feb. Rosyth. Will swap for any Plymouth ship.

**LMA A. P. Walton, HMS Cochrane ext 2456,** drafted HMS Sirius, Devonport. Will swap for any Portsmouth / Gosport ship or shore base, including RNH Haslar.

**STD Dryden (Scale B), 121 Mess,** Grenville Block, HMS Pembroke, Chatham. Will swap for any Portsmouth ship or shore base.

**AB(EW) Collier, HMS Raleigh,** drafted HMS Rooke, accompanied or single, Dec. Will swap for Plymouth shore base or Devonport ship. Telephone Looe 3004.

**ALMEM(M) P. Godfrey, Callopie Block,** HMS Sultan, drafted HMS Hermione, Dec, refitting Chatham. Will swap for refitting or seagoing Devonport ship. Contact 152 Tallyour Road, Crownhill, Plymouth, preferably at weekends.

**LSTD Smale, Staff of FOF3, Fort Southwick,** Fareham, Hants PO17 6AR (tel Cosham 379471 ext 270). Will swap for any Devonport shore base or ship in refit.

**WRENWTR(G) B. Edwards, HMS Heron (ext 209).** Will swap for any Portsmouth area draft.

**AB(MW) Collier, Captain Weapons Trials,** HMS Vernon, due to join HMS Bickington, Rosyth, March. Will swap for any Portsmouth MCMV or shore base.

**POCK A.N. Beddoe, Trafalgar Gailey,** HMS Raleigh, drafted HMS Heron, Nov. Will swap for any Devonport shore base or ship.

**LMEM(L) Meredith, HMS Collingwood (ext 267),** drafted HMS Hermione, Dec, Chatham refit until June. Will swap for any ship deploying.

**RO(T) G. M. Lennon, 7-31 Saumarez Block,** HMS Nelson, drafted FOF3. Will swap for any Forest Moor, Whitehall, Northwood, or anywhere of interest.

**LRO(G) Derry, HMS Phoebe, Devonport,** due to deploy early '83. Will swap for Portsmouth minesweeper in or out of refit.

**STD J. Capper, 6T1 Mess, HMS Illustrious.** Will swap for any smaller ship or Royal Arthur.

**STD N. Russell, 3EA Mess, HMS Euryalus,** deploying Jan. Will swap for any Devonport shore base or ship in refit.

**MEM(L) B. Nixon, 3HZA Mess, HMS Fearless,** deploying Jan. Will swap for any Rosyth ship.

**LCK J. GOW, RNEC Manadon (ext 249),** drafted HMS Nottingham, Portsmouth, Nov. Will swap for any Rosyth ship or shore base.

**LWEM(O) G. A. Jones, 4 Mess, HMS Arrow,** refitting Devonport. Will swap for any Portsmouth shore base or FMG.

**LSTD R. Croughan, 5 Grampian Road,** Rosyth, Fife, drafted HMS Brilliant, Plymouth. Will swap for any ship deploying or not, Scotland.

**LSA C. Edwards, 3E Mess, HMS Rhyll,** drafted HMS Cochrane, Jan., over six months. Will swap for any Portsmouth shore base or ship in refit, Yeovilton or Portland also considered.

**AB(R) R. KERR, AFD 60, HMS Neptune,** drafted HMS Active, Jan. Will swap for any ship based in Scotland.

**AB(EW) Collier, HMS Raleigh,** drafted HMS Rooke, accompanied or single, Dec. Will swap for Plymouth shore base or Devonport ship. Telephone Looe 3004.

**ALMEM(M) P. Godfrey, Callopie Block,** HMS Sultan, drafted HMS Hermione, Dec, refitting Chatham. Will swap for refitting or seagoing Devonport ship. Contact 152 Tallyour Road, Crownhill, Plymouth, preferably at weekends.

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**STD J. Capper, 6T1 Mess, HMS Illustrious.** Will swap for any smaller ship or Royal Arthur.

**STD N. Russell, 3EA Mess, HMS Euryalus,** deploying Jan. Will swap for any Devonport shore base or ship in refit.

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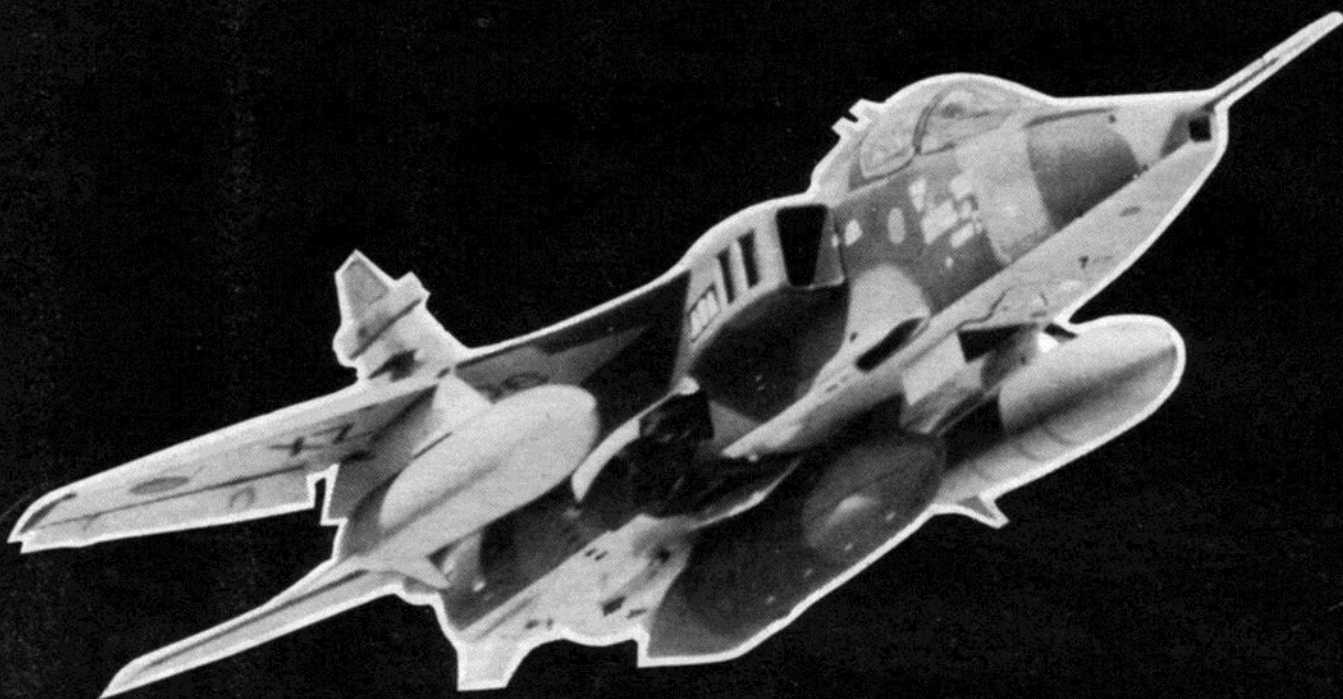
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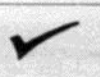
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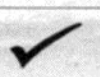
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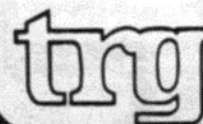
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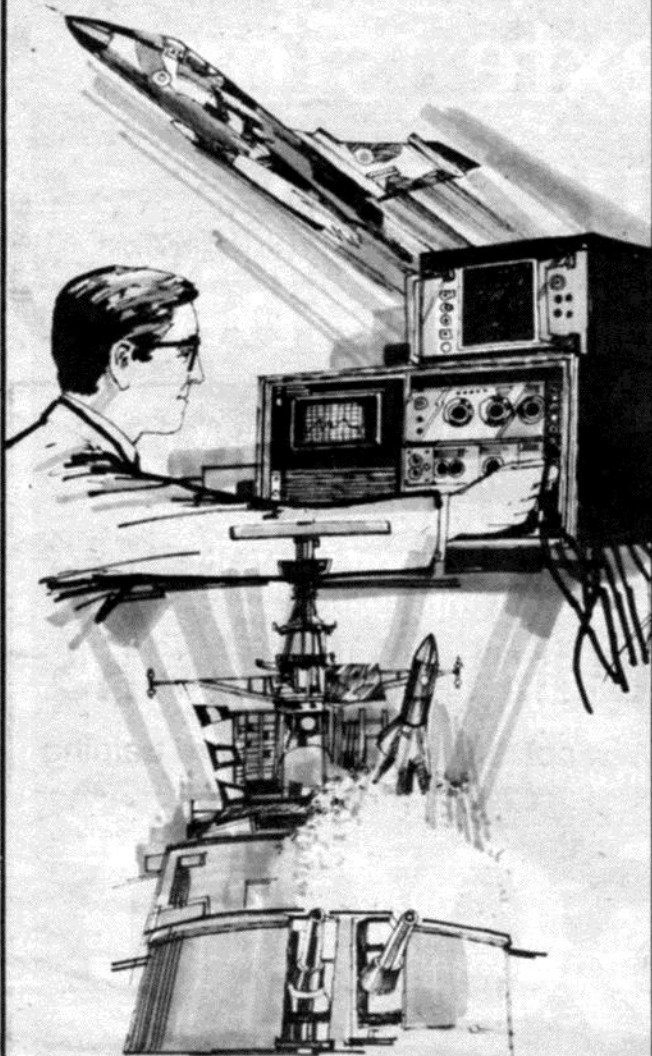
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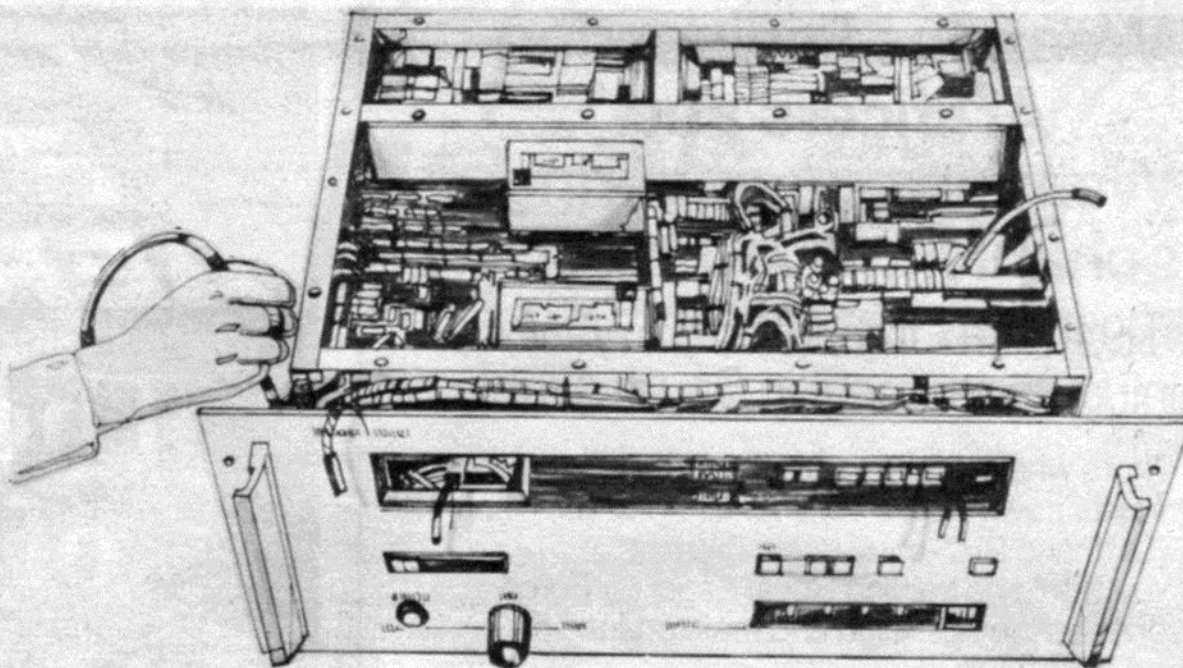
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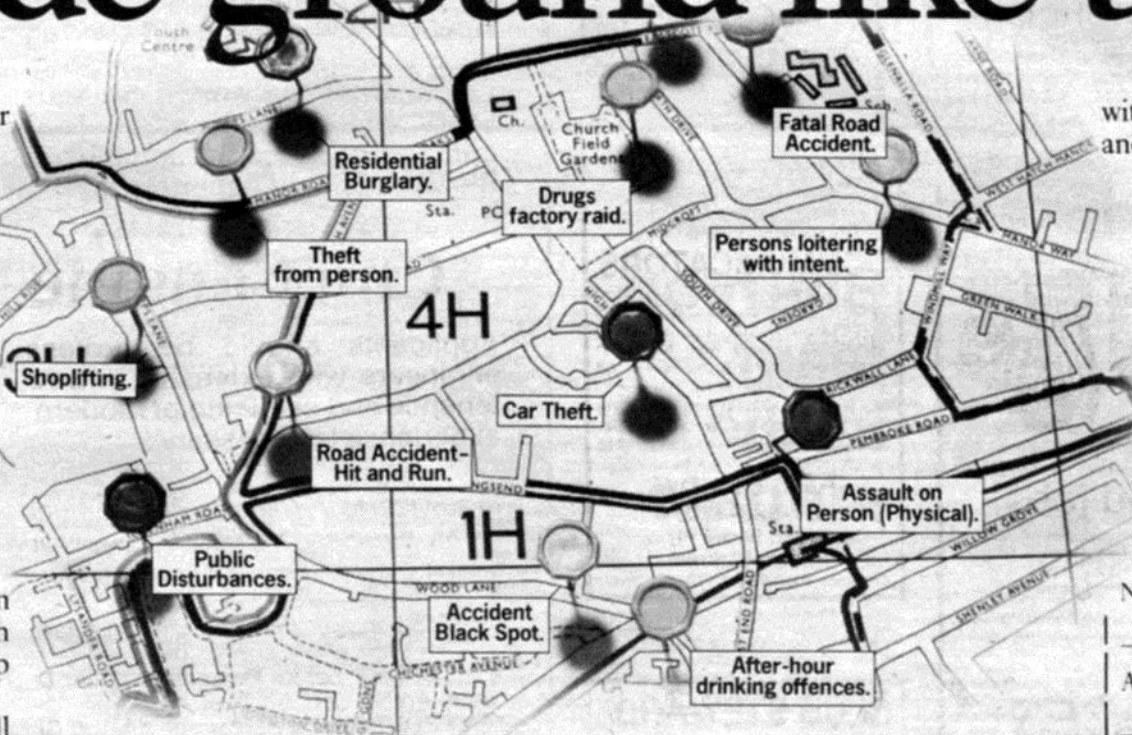
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# HERON'S TROPHY, AGAIN

IN A busy month for the Navy's domestic soccer competitions, HMS Heron retained the Navy Cup, HMS Collingwood won the Youth Cup and Portsmouth were too strong for the Royal Marines in the final of the Inter-Command tournament, writes Jack Sheppard.

The very good Heron side has dominated the Navy Cup in recent years, appearing in four out of the last five finals and winning three of them. There was a hint of nostalgia about the 1982 final, which matched the champions against HMS Pembroke at Chatham's Depot Ground.

Both Pembroke, winners of the Navy Cup six times since 1904, and the Depot Ground are unlikely to survive the 1983 competition.

Heron scored three times in the first half hour through PO Tommo Thompson, LPT Bungy Williams and Thompson again, and looked set to annihilate their hosts. But Pembroke came out a different side in the second half and scored a hatful of opportunities to get on level terms. Heron scored twice more with two tremendous volleys from LAEM Keith Mahan and PO Roger Noone and so registered a slightly flattering 5-0 score-line.

Navy Cup details:  
Round 2 — Dolphin 5, Collingwood 6 (extra time and penalties); Daedalus walkover v. Cardiff; Heron 5, Hermes 1; Osprey 5, Sultan 4; Warrior walkover v. Invincible; Mercury 2, Glamorgan 3 (aet); Excellent 3, Nelson 1; Dryad 2, Pembroke 6; CTCRM 4, Cleopatra 1; Seahawk 2, Cambridge 1; Ambuscade 1, Figgard 3, Raleigh 2; Thunderer 1; 45 CDO 2, Commachio Coy 0;



OUT on a wing is LAEM Nick Griffin of HMS Gannet, pictured here on his return from Australia where he represented the very successful British Armed Forces ski team. Nick is serving with 819 Squadron based in Gannet.

Picture: LA(Phot) Chris North.

## Sailing

### Dinghy double

THE Royal Navy won both A and B competitions at the Inter-Services dinghy championships sailed at Portland. The Bs were sailed in Bosuns, the As in Laser II dinghies.

Lieut. Rich Hanslip is the new national Bosun champion. The event was staged in Plymouth Sound by the RNSA and attracted 26 Service and 22 civilian entries. CPO Roger Round, who was defending the title, finished third, and Surgn. Capt. D. Lindsay was fourth.

## Soccer

Plymouth 2, Caledonia 5; Cochrane walkover v. Trafalgar; Yarmouth 5, Neptune 0.

Round 3 — Daedalus 0, Collingwood 1; Heron 10, Sultan 0; Pembroke 4, Glamorgan 2; Warrior 0, Excellent 1; Raleigh 0, Figgard 3; CTCRM 3, Cudrose 2 (aet); Caledonia 2, 45 CDO 1; Yarmouth 2, Cochrane 1.

Round 4 — Heron 2, Collingwood 1; Pembroke 3, Excellent 0; CTCRM 2, Figgard 0; Yarmouth 4, Caledonia 2.

Semi-final — Heron 6, Yarmouth 1; CTCRM 1, Pembroke 2.

## INTER-COMMAND

Portsmouth won the Inter-Command championship by the same margin, beating the Royal Marines 5-0 at Pitt Street, Portsmouth, in a fairly physical final. Navy coach POPT Tommy Johnson scored a hat-trick, including a penalty, and the other goals came from John Gwynn and Jimmy Stephenson.

Portsmouth skipper CPO(Phot) Paul Wellings received the trophy from Admiral Sir Anthony Morton, President of the RNFA, so earning the Command a unique distinction. The final of the 1981-82 competition, also won by Portsmouth, was played in April, so Portsmouth have now claimed the cup twice during the course of 1982.

In the quarter-finals of the Inter-Command tournament, Plymouth beat Scotland 4-3 and the Royal Marines beat Fleet 5-3. In the semi-finals, the Royals hammered Plymouth 7-1 and Portsmouth accounted for Naval Air Command 4-0.

Winners of the Youth Cup were HMS Collingwood, who beat HMS Figgard 4-2 in an eventful final at Portsmouth. To reach the final, Collingwood beat HMS Caledonia 5-3 and Figgard beat HMS Hermes 8-2.

## In brief

THERE was a clean sweep of medals for the Royal Navy — and first place in the team event — at the South West Modern Pentathlon Association biathlon championships at Sherborne on October 3. The team result qualifies the Navy to compete in the national biathlon championships at York on November 21-22.

Individual results at Sherborne were: Men — 1, LPT Jim Nowak (Dryad); 2, MT4 Pat Dunleavy (Cochrane); 3, LPT Mick Flaherty (Heron); 11, LPT Danny Boon (Ariadne). Women — 2, Wren Mandy Warland (Heron); 7, LWPT C. Milton (Heron); 9, Wren A. Parry (Excellent).

HMS SULTAN's pistol shooting teams won Divisions 1 and 4 of the Hampshire Smallbore Rifle and Pistol Association league to complete a fine season. Four of the six finalists in the Hampshire County Handicap were from Sultan, with CPO Andy Paterson taking first place. Sultan also won the Portsmouth and Medway Area winter league Culham Cup for the third time in four years.

NAVY tug-of-war champions HMS Collingwood had a very successful competition at the Braemar Highland Games. Out of nine very strong teams they reached the semi-finals to finish joint third.

LIEUT. Geoff Rolands (HMS Osprey) had a very successful Naval Air Command badminton championships, winning the open singles title and partnering LPT Pete Smaile to the open doubles. The Yeovilton team of Lieut.-Cdr. Larcombe, Lieut. Elliot, CPO Stone, AEA3 Coombe, LPT Williams and NA Gardener took the team prize.



MNE Phil Kay (No. 4) gets in ahead of hat-trick hero POPT Tommy Johnson to foil a Portsmouth attack during the Inter-Command final at Pitt Street. LPT Jimmy Stephenson (centre) had flicked on the cross, and LMEM Kevin Maddocks (11) was also waiting in line. The Marines' goalkeeper is Cpl. Don Pearson.

# Cornish Piskey nabbed again

NAVY GOLFERS completed the season with a fine win in the Cornish Piskey tournament at Newquay GC in early October, writes John Weekes.

The Navy team had all played in the Inter-Services during the previous week and were in excellent form. Our top foursomes pairing was Lieut. Ian Yuill (Collingwood) and Sub-Lieut. David Brecken (Active). They narrowly lost their first match against the Army but won all the rest a long way from home.

They never had to play the last three holes after the Saturday morning game. Ian and David are a well proven combination and usually play well together.

Second pair was Lieut.-Cdrs. Malcolm Edmunds (Cudrose) and Brian Grant (Drake). They were four down after six holes against the Army but staged a miraculous recovery and won with a string of birdies. They also won their Saturday afternoon match but lost on Sunday morning to a very good young Kent County pair.

In the final against the RAF they won a tight match to seal the Navy's victory, but not before they had given their supporting caddie some tense moments.

Third pairing was PO Peter Darlington (Cudrose) and Lieut. Peter Woodings (Collingwood), both of whom had done well in the Inter-Services. They won both morning matches but lost on Saturday afternoon to a good Cambridge University pair.

In the final they were all square after 17 holes having fought back from four down. They did not need to play with the 18th as our other two pairs had both won.

The Navy often do well in the Piskey Tournament and last won it in 1976. Perhaps the Cornish air (or liquid refreshment) encourages the team. It was a fitting end to what has been a good golfing season and my final match with the Navy side.

## Golf

Although the Navy came third in the Inter-Services, each match was close and our team was definitely not disgraced.

Hayling weather was atrocious when we played foursomes against the Army and we were losing 3½ to ½ at lunchtime. The weather and the Navy's golf improved in the afternoon and we only lost the singles by 4½ to 3½. Peter Woodings won the first game he had ever played for the Navy and Mne Bill Parker also had a fine victory.

The match against the RAF was even closer. We lost the foursomes 2½ to 1½ and the singles again by 4½ to 3½. The 7-5 result was the same margin that the RAF had over the Army so they won the Inter-Services by a short head.

## VERY FINE EFFORT

Malcolm Edmunds, as Navy champion, played the other two Service champions in the singles and beat them both. A very fine effort and confirmation if any was needed that he is the Services' best golfer for 1982.

Peter Darlington had a good tournament, winning one and halving his other single. Ian Yuill and David Brecken combined well once more getting 1½ out of two for their foursomes.

Ian also won his singles against the RAF while David halved his and remained unbeaten as he had been in the earlier match play championships.

Other team members were Lieut. Alan Bray (Yeovilton), L/WTR Eddie Comerford (MCM2), Brian Grant and LWEM(O) Steve Lambert. Although none of them won, their games were often very close and they seemed to catch their opponents playing at their best.

## Squash

### Promising start to season

THE NAVY'S squash season kicked off with a quadrangular fixture at Frimley Green, Aldershot, involving also the Army, the Metropolitan Police, and a combined Wiltshire/Berkshire county side.

Last year the Navy was third in the first of these fixtures, which are to be used as an annual "warm-up" with the participants taking it in turns to host the tournament.

This year the Navy improved to a very creditable second, a point behind the Met., with Wilberks and the Army in third and fourth.

## GOOD START

There was a good start to the Navy's Cumberland cup campaign, with the Service defeating Hornsey Squash Club 4-1.

So far 16 teams have entered for the Navy Cup competition to be contested on a regional basis. The organisers are hoping for 20.

Entries are also wanted for the Challenge Trophy at US Portsmouth on 10-12. There are no veteran or Under-25 categories. The RNSRA secretary, RN Sports Office, HMS Nelson, has the entry forms.

● LWPT Sue Oldman beat Chief Officer Jenny McColl in the individual final of the RN Women's Inter-Group championships played in HMS Vernon. POWPT M. Ewens beat POWPT Sylvia Johnson in the final of the plate competition.

## Cricket

### Gannet so near, but so far!

HMS GANNET'S cricket team did almost everything right during the summer — except win a few trophies to prove it. They took part in four competitions, and were beaten in the finals of two and lost in the semi-final of the Navy Cup.

Gannet lost the final of the Grantham Cup to HMS Caledonia after making 178-3 in 35 overs (CPO Derek Tate 78, Lieut. Nick Mayhew 68 n.o.), and were beaten by local side Ardeer in the final of the Donnolly Trophy.

## NAVY CUP

But the biggest disappointment was their narrow three-wicket defeat by Cudrose in the semi-final of the Navy Cup. The men from HMS Seahawk went on to win the cup by beating HMS Collingwood by eight wickets in the final.

Gannet won 11 of their 18 games. CPO Derek Tate batted consistently, scoring four half centuries, and POMA Paul Kelly made 243 runs with a top score of 40.

Lieut. Ray Snook 45 wickets during the season and Kelly 39.

## Biathlon team in the medals

HMS HERON'S team of Lieut.-Cdr. D. Crampton-Thomas and FCPO J. Woodside won the Fleet Air Arm section in the third Naval Air Command and open annual fly fishing competition held at Wimbleball Lake, Devon, on September 29. Their catch of nine trout weighed in at 12lb. 4oz. FCPO Woodside also took the award for the best rainbow trout (1lb. 15oz.).

Other winners were: Open section — Messrs. J. Huntley and R. Walsley (MOD(N) Bath). Best bag — Mr. Walsley (5 trout, 9lb. 4oz.). Best brown trout — Capt. M. Kohler.

YEOVIL won the Bristol and District Water Polo League, with a bit of help from the Royal Navy. Six out of the seven Yeovil players who beat Weston-Super-Mare 12-3 in the crucial last game of the season were serving personnel and current members of the Navy water polo squad. The six, all now serving in RN air station Yeovilton, were CPOs Tiny Marshall and Alan Bowles, LAM Ginge O'Brien, LPT Mick Flaherty, and Apps. Tony Atkinson and Paul Lester-Hinchcliff.

THE RN Target Rifle Club retained the Trafalgar Trophy for the third successive year by beating the RM Target Rifle Club at Bisley last month.

THE Inter-Service Cresta Championship takes place at St Moritz in early February, the RN team travelling out in mid-January to get in initial training. Anyone interested should write to Lieut. S. Trotter, HMS Bristol, BFPO Ships, London.

THE RN and RM equestrian championships were shifted at the last moment to the Naval Riding Centre in HMS Dryad from the normal venue at Bickton. The Royal Marines usually host the annual two-day event, but the Falklands war intervened.

## RESULTS

Dressage / show jumping / cross-country: Sturges Bowl (for winning RM team) — 40 Commando. Previte Cup (winning RM individual) — Cpl. Holden. Lady Heflings Cup (dressage) — Cpl. Holden. Novice Cup (best placed RM novice) — Colour Sgt. Crocker. Lambe Trophe (winning RN team) — HMS Centurion. Prix Caprilli / show jumping: Kemble Plate (RN novice) — HMS Centurion. Berthon Trophy (individual) — MNE J. Ranger.

FORMER Scottish international Lieut.-Cdr. Rees Ward (ASWE) won the gruelling Great Butser Run near Petersfield at the end of September. CWPT Nuala Atkey (HMS Nelson) was second in the women's race. Other naval runners to finish were: LPT Jock Stewart (Mercury), 9th; Lieut. Richard Pelly, 22nd; and Lieut.-Cdr. Brian Davis, 24th; Cdr. Gordon Wilson (Mercury) was the second veteran to finish and 54th overall, and HMS Mercury won the team prize.

● Best placed of the 14 RN(South) runners in the cross-country match at Leigh Park Gardens, Havant, was LPT Stewart, who finished 14th in 31.12min.

HMS OSPREY beat HMS Warrior 14-8 in the final of the inter-establishment netball tournament held in HMS Nelson. Warrior beat Mercury 7-6 in one semi-final, while Osprey beat Pembroke 17-4 in the other.

## Fixtures

### NOVEMBER

- 3 — Soccer: RN v Southampton FC (Portsmouth) and RN v Sussex Intermediate (Eastbourne).
- 5-6 — Hockey: Inter-Command championships (Portsmouth).
- 7 — Volleyball: RN v K G Aquila and Sussex Nomads (Sussex).
- 11 — Soccer: RN v Waterlooville (Portsmouth).
- 12-13 — Squash: Inter-Command championships (Lympstone).
- 12 — Hockey: Inter-Command indoor championships (Portsmouth) and RN v Devon.
- 13 — Boxing: RN U19 v East Anglia (Dereham).
- 14 — Hockey: RN(W) v Henley (Henley).
- 16 — Boxing: RN v Midlands (Birmingham).
- 17 — Soccer: RN v Cambridge University (Cambridge).
- 20 — Hockey: RN(W) v Winchester (Winchester); Tennis: RN v Civil Service (Portsmouth).
- 20-21 — Biathlon: National championships (York).
- 21 — Tennis: RN v Metropolitan Police (Portsmouth); Volleyball: RN v Colchester and RN v Kent Colts (Portsmouth); Hockey: RN(W) v Havant (Portsmouth).
- 22 — Soccer: RN v Oxford University (Oxford).
- 22-23 — Judo: RN championships (CTCRM).
- 23-24 — Boxing: RN Intermediates (Portsmouth).
- 25 — Rugby: RN v French Armed Forces (Portsmouth).
- 29 — Soccer: RN v Universities Athletic Union (Southampton).
- 30 — Rugby: RN v Exeter (Exeter).

### DECEMBER (first week)

- 3 — Boxing: RN v Warwickshire (Coventry).
- 4 — Hockey: RN(W) v Sussex (Sussex).
- 5 — Hockey: Inter-Service club championships (Aldershot) and RN U21 v Sussex U21 (Portsmouth).
- 7 — Soccer: RN v British Fire Service (London).



# So near to victory in the West

THE NAVY rugby team opened the new season on a positively balmy evening at Falmouth with a highly respectable 12-12 draw against Cornwall. Had the game lasted a few minutes longer they might even have won for the first time since 1974, writes Mike Vernon.

At least they had the satisfaction of scoring the only try of the match.

An eminently forgettable first half saw Cornwall narrowly ahead at the interval by the odd penalty goal in five, the Navy's two being sweetly struck by Geoff Fabian, and shortly afterwards Cornwall's Winnan slotted over his fourth.

The Navy then began to stamp their mark on the game and it was a just reflection of their increasing superiority when, ten minutes from the end, they scored a fine try.

Fabian at fly-half made the initial break, Doug Powell, coming into the line from full back, made another, and prop John Hirst, with the positional sense to be expected of a former full back, was on hand to take the scoring pass. Colin Youldon made the short range conversion to bring the Navy level.

## OPTIMISTIC

New selector Bob Easson and coach John Ackerman could afford to be mildly optimistic about the season's prospects on the basis of a competent team performance, with, for me, Ian Russell, Doug Powell and the

## Rugby

recently-returned Roger Tinson outstanding.

Before the game, Capt. John Jacobsen, on his retirement from the Royal Navy and a close involvement with Navy rugby for a quarter of a century, handed over the chairmanship of the RNRU to Rear-Admiral Austin Lockyer.

Club rugby now rules until the evening of November 30 when the Navy will be hoping to avenge their narrow 4-0 defeat at Exeter last year, followed on December 15 by the annual contest against Hampshire, this year on Gosport's ground (ko 1430).

US Portsmouth's Centenary season is now well under way, with the PR perhaps keeping somewhat ahead of the playing results. This year's confrontation with Devonport Services on October 16 was preceded by the RNRU Autumn Committee meeting and a buffet lunch for "old

players" (I was by no means the oldest) and, to universal acclaim, Admiral of the Fleet Sir Terence Lewin, our President, was able to be there, finally presenting the Britvic Cup to Colin Youldon, the Westo skipper.

In a game of tight defence, numerous mistakes but great entertainment, Devonport perhaps deserved to shade Portsmouth, but there was precious little in it, the final score being 13-9.

## TOURS

Among several late Spring and early autumn tours, the Fleet Air Arm report a very successful one to Berlin, most hospitably hosted by the Irish Rangers and masterminded the other end by Major Graham Edwards, former naval schoolie. Matches against Berlin Combined Services and the Olympic Stadium XV were both won and local culture was not neglected either.

Sadly, the tours planned for HMS Sultan, and the Royal Marines, to California and Holland respectively, fell victims to the Falklands.

Finally, a footnote of good news. The number of players sent off in naval games during last season was four, the lowest total since the 1973/74 season. The RNRU Committee warmly congratulate both players and referees on this achievement and hope the trend continues.

## Colts win

THE Royal Marines won the Navy Colts Inter-Command tournament held in HMS Raleigh, with Plymouth the runners up.

Twenty eight players were selected for the Colts squad and got their season off to a grand start with a 33-6 win over Gosport and Fareham Colts and a 27-4 win over Havant Colts.

## Hockey

titles. They were pushed all the way in the outdoor competition by a Royal Marines team greatly improved under the coaching of Sgt. Jeff Traill.

Indoors, an even tighter result emerged, with both Plymouth and Scotland (led in commanding style by MEA App Glenn Cowley) finishing on the same points. But Plymouth won the competition by virtue of scoring more goals.

Eleven teams entered the Royal Marines Hulse Cup, which was won by 40 Commando, led by Welsh international Lieut. Robin Martin.

## BAMBARA TROPHY

There was also an exciting climax to the Naval Air Command's Bambara Trophy tournament. HMS Osprey, having beaten HMS Heron 2-1, pushed Cudrose into second place.

US Portsmouth defeated Poole 2-0 in their opening Hampshire League Division I match, but were beaten 3-1 at OPCS when weakened by absence of players on the Washington trip.

● Portsmouth won the RN Women's Inter-Group tournament held at Portsmouth on October 18-20 by beating RM/Plymouth/Medway 4-1 and Air/Scotland 3-1.

## Hang gliding

THE newly formed RN Hang Gliding Association launched itself with a three-day competition in Dorset at the end of September.

MEMN1 Steve Byrne (HMS Turbulent) led the Navy fliers at the end of the first event, a distance task. His flight took him along the white cliffs of Ringstead Bay and inland to the Purbeck Hills for a distance of 17.5km. He was closely pursued by Cdr. Mike Collis (HMS Dolphin) and jet pilot Lieut. Chris Hopkinson.

Final task was a speed event between pylons. Collis overcame the very testing conditions to take the lead and become the first RNHG champion, with Hopkinson moving into second and Byrne into third.

# SPORT



CPOPT Alan Dolman (left), who took a Navy boxing team to Lisbon, squares up for some friendly rivalry with former Navy coach CPOPT Mick Shone, now at NATO headquarters in Lisbon and coaching the Portuguese national team in his spare time. Their teams clashed in Lisbon and drew 5-5. Right — AB Nick Croombes with his Commonwealth silver medal.



# Nick's cloud has a silver lining

AB Nick Croombes, Commonwealth Games silver medallist, sustained a perforated eardrum during his light-middleweight final with the world-rated Canadian Shawn O'Sullivan.

The damage was done by a left hook that sent Croombes reeling to the canvas in the third minute of the second round. The Royal Navy and Combined Services champion got back to his feet but was prevented by the referee from going on.

Croombes, a former European junior bronze medal winner, returned from Brisbane, Australia, with three medals — his silver, a Commonwealth Games commemorative medal, and a special medal struck by the Amateur Boxing Association to mark the outstanding success of the England boxers who all won medals.

After an enforced suspension and well-earned rest, Croombes is likely to be back in action for Combined Services against the West German Armed Forces in London's Anglo-American Sporting Club on November 13.

Croombes beat three East African champions on his way to the Commonwealth Games final, where he had the misfortune to meet the undisputed number one ranked amateur light-

## Boxing

middleweight in the world.

Navy coach CPO Tony Oxley was unstinting in his praise of Croombes. "We're overjoyed with his performance. O'Sullivan is a bit special, and Nicky did really well," he said.

Former ABA champion AB(D) Brian Schumacher was matched for both the Navy's matches in Liverpool and Newcastle on October 27 and 29, thanks to his ship, HMS Maxton.

Despite a busy programme, the minihunter released him and a relief was arranged hastily.

## PORTUGAL

A Royal Navy team visited Portugal in late September to be matched in Lisbon against the national team. The event was arranged by former Navy coach CPOPT Mick Shone, who is serving in the NATO headquarters in Lisbon and coaching the Portuguese national squad in his spare time.

The match ended with honours even at five bouts to five in front of a crowd of about 1,000.

Best performance by a Navy boxer came from inexperienced light-middleweight SA Andy Chambers (HMS Vernon), who outwitted and outboxed Portuguese champion Joao Tavares. Other winners were MNE Mark Slater (40 CDO), MEM Brian Kearney (Broadsword), MNE Mick Thackeray (40 CDO) and MEM Norman Linton (Exeter).

AB Paul Evans (Hermes) was widely thought to have beaten his opponent, but had to be content with a draw which was later changed to a win for the home man, national champion Luis Magalhaes.

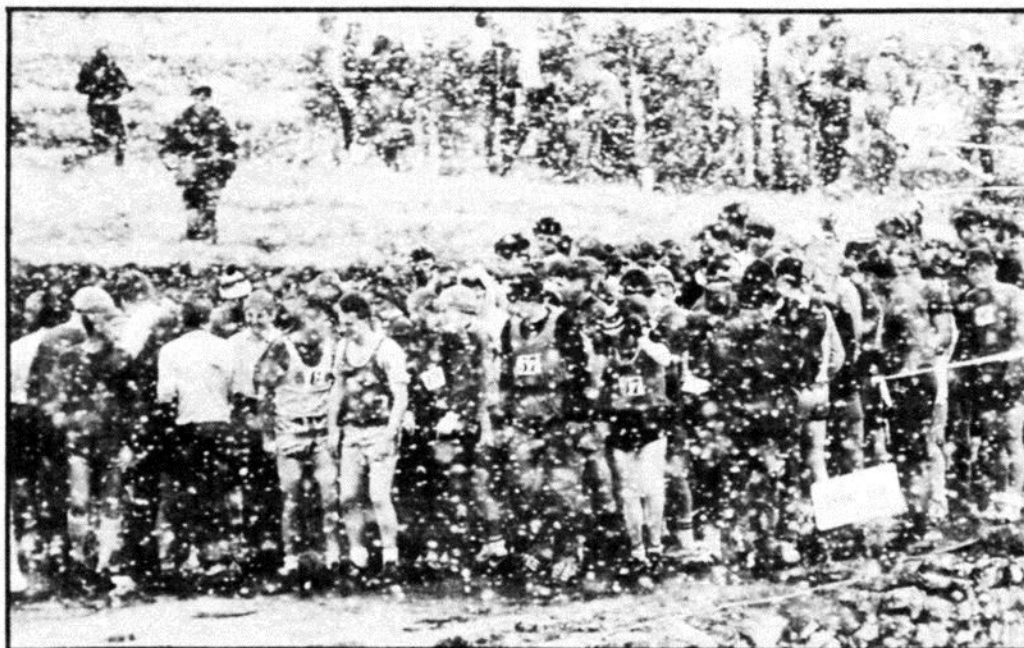
# Hermes' maxi success

HM ships Hermes, Achilles and Trafalgar won the Maxi, Midi and Mini team competitions at the Fleet novices boxing championships at HMS Pembroke. Entries were less than usual because several ships were still involved in the South Atlantic and others had recently returned and were still on leave.

Results were:  
Bantam — MEM Campbell (Hermes) by LSTD Glass (Warrior), fbc 1; feather — CK Tobin (Bristol) bt SEA Binstead (Hermes), pts u; light — MNE Reynolds (Bristol) bt WEA Way (Hermes), pts u; light-welter — LMEM Fletcher (Trafalgar) by AB Wall (Euryalus), pts u; welter — MEM Firman (Hermes) bt MEM Bollington (Hermes), rsc 3; light-middle — MNE Owen (Brilliant) bt WEM Yorke (Glamorgan), pts u; middle — AB Giles (Bacchante) bt LA Hogan (Hermes), rsc 3; light-heavy — SEA Widdop (Hermes) bt CK Law (Achilles), rsc 2; heavy — LPT Sheaf (Endurance) bt LMEM Jackson (Cardiff), pts u; super-heavy — MEA Yates (Hermes) bt AB Terry (Achilles), disq.  
Maxi team competition — 1, Hermes (46 points); 2, Glamorgan (7); Midi — 1, Achilles (23); 2, Bristol (13); 3, Euryalus (11); Mini — 1, Trafalgar (8); 2, Kirliston (7).

Results of the Portsmouth Command novices held in HMS Nelson on October 6 were:  
Flyweight — POMEM Evans (Sultan) bt WEM(R) Lanning (Collingwood); bantam — POMEM Boddington (Sultan) bt WEA App Sandford (Collingwood); feather — JS Reilly (Vernon) bt WEM(R) Ipson (Mercury); light — CPO Birmingham (Sultan) bt AB(M) Williams (Excellent); light-welter — WEA App Morden (Collingwood) bt PMEA Thompson (Sultan); welter — SA Ajadi (Nelson) bt CK Walls (Dolphin); light middle — POMEM Derrison bt WEA3 Thorne (Dolphin); middle — MEA App Eaglestone (Collingwood) bt LMEM(L) Briggs (Nelson); light-heavy — CK Campbell (Collingwood) bt LMEM Beale (Sultan); heavy — WEA App Ede (Collingwood) bt AB(S) Lovell (Nelson).  
Tema — 1, HMS Sultan; 2, HMS Collingwood; 3, HMS Nelson.

# Snow way to keep warm!



TWENTY-SEVEN men from HMS Illustrious and one from HMS Glasgow joined a 450-strong field for the first Stanley half-marathon run on October 10... and it wasn't 'alf cold, mum! In fact it was so cold, as our picture shows, that officials started the race while the Illustrious team and Sub-Lieut. Chris Robison of the Glasgow were still making their way to the start line. When the sailors arrived they found the field well away on the snowy course.

Undeterred, they gave chase so effectively that Sub-Lieut. Robison won in a time of 1 hour 14 minutes and CAEM Malcolm Scott of 814 Naval Air Squadron was second four minutes behind. All the Illustrious team finished.



## There's still a sparkle in Holland I

A BATTERY cell from the salvaged submarine Holland I has been found to work after almost 70 years at the bottom of the English Channel.

The Royal Navy's first submarine, which is due to be lifted out of the water on November 22-24, will go on show at the Submarine Museum, Gosport.

In October one of her 60 battery cells went on display there. Another was sent to the makers, Chloride of Manchester, who after putting in fresh electrolyte produced a charge of 30 ampere-hrs.

The initial discharge of 1.5 volts fell by only half a volt when measured at the end of the period.

The Holland, at present in shallow water in Plymouth Harbour, may now have to be cut into two or three pieces to ease her transportation by road. Director of the museum, Cdr. Richard Compton-Hall, RN (ret'd.), said the boat, which is in excellent condition, would in any event have to be cut open to expose her interior to visitors.

# Railcard features improved

BRITISH Rail have agreed to continue the Forces Railcard scheme for another two years until December 31, 1984.

There are also extra concessions. For instance, dependant children aged 16-21 — both boys and girls — in full-time education are now eligible for the cards (ending what some saw as a spot of "reverse sex discrimination").

In addition, children aged 5-16, who are not eligible for the cards, can travel at a flat rate of £1 with a cardholder who has bought a ticket. Up to four children may travel in this way with each cardholder.

Unfortunately, there are no concessions on the Kings Cross / Liverpool Street Friday restrictions, over which some people have complained.

## War fund nears £13½m.

DONATIONS to the South Atlantic Fund stood at nearly £13½m. at time of going to press. Of this, £3.4m. has already been distributed to widows and dependants. Nearly £1m. of the distribution has gone to naval service widows and dependants, including RM, RFA and Merchant Navy.

The fund is assessing future needs of the widows, dependants and injured.

### NEW CARDS

Present cards end on December 31 this year and only the new cards — in different colour — will be usable from January 1. So it is advisable for Service personnel to make sure they have their new ones before going on Christmas leave.

And it should be remembered that lost cards can cost cash. Because of high losses in some places there already is a £10 replacement charge for a lost card unless it can be shown that it was not through the holder's own negligence or carelessness.

## Brocklesby signs on

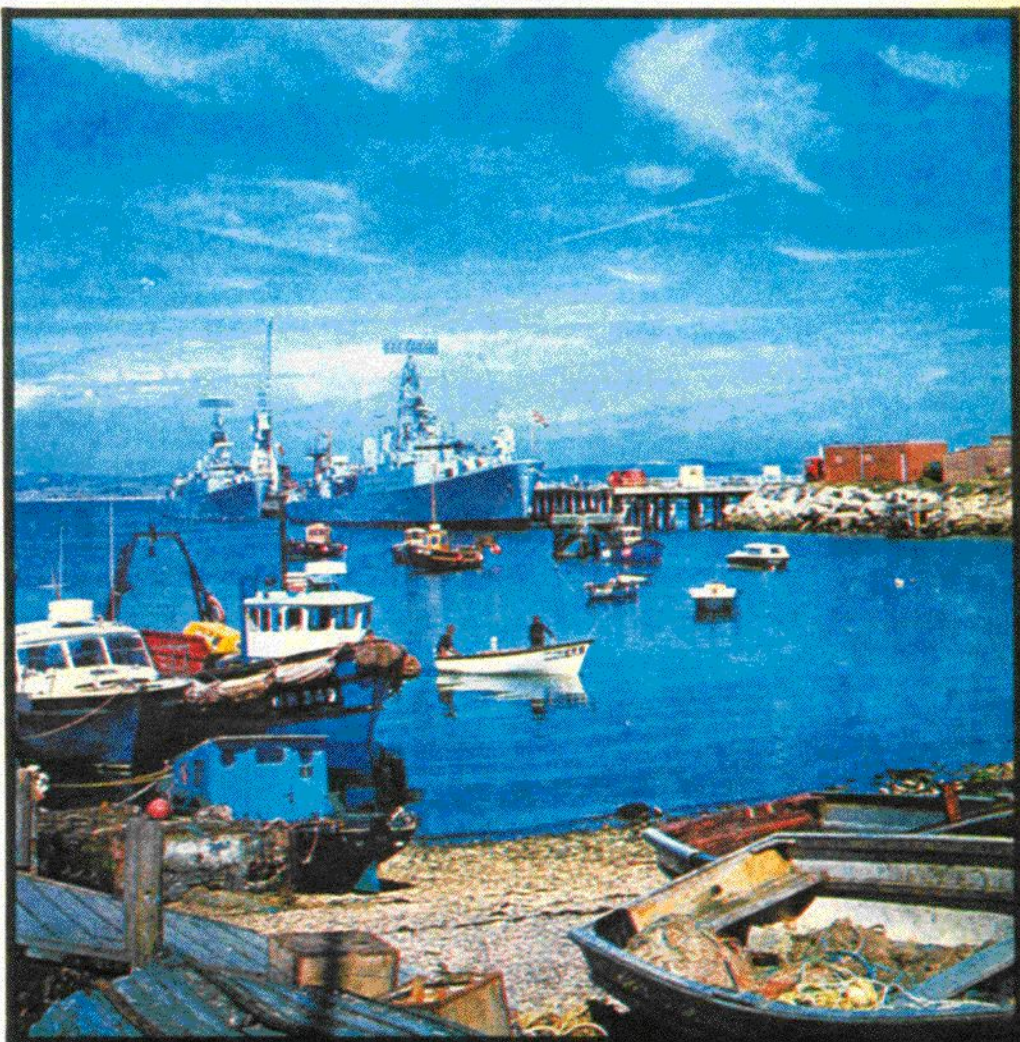
THE NEW Hunt-class MCM vessel HMS Brocklesby was handed over to the Royal Navy from Vosper Thornycroft at a Portsmouth ceremony on October 25. Another ship of the class, HMS Dulverton, is being launched at Vosper's Woolston shipyard on November 3.

The previous day, November 2, the "stretched" Type 42 destroyer HMS Gloucester is being launched at Woolston by the Duchess of Gloucester. The new destroyer is the longest ship built at the yard since the Second World War.

## WHALE-STRIKE!

HEADING through the Bay of Biscay towards Falklands duties, HMS Sirius experienced a loud thud aft, followed by a report of blood in the ship's wake. This, together with shaft vibration, suggested the ship had been in collision with a whale.

Comments the Sirius, which had recently completed a 14-month refit: "A tribute to how quiet the Sirius now is, or



## Portland portrait

FISHING boats, dinghies and the shoreline frame HMS Tartar and HMS Gurkha shortly after they had arrived at Portland's Q Pier for their work-up periods. Both frigates were taken out of the Reserve Squadron at Chatham during the Falklands crisis and hastily refitted for service. The Tartar is due to sail to the West Indies early this month to take over guardship duties.

# Newcastle shows off new guns

DURING Defence Secretary Mr. John Nott's visit to the Falklands in October, he called on HMS Newcastle (leader of the 3rd Destroyer Squadron) and tried his hand on one of her new guns.

Mr. Nott embarked off Pebble Island, scene of one of the most daring raids of the war, and after watching a fire-power demonstration showed keen interest in the 20mm and 30mm guns now fitted. He tried his hand on the twin-barrelled 30mm and proved very accurate

with four successive quick bursts.

Later he watched ships' officers take control of RAF Phantom aircraft, which have now taken over local air defence from the Navy's Sea Harriers.

### STINGRAY

After meeting ship's company members (who have served without a break since April and brought the Newcastle forward in two months from a refit originally scheduled to complete in December), the Minister was shown the Lynx helicopter armed with Sea Skua missiles and the new lightweight anti-submarine torpedo Stingray.

### ALBATROSS EGG

He was given an albatross egg collected by AB Liam, who had emblazoned it with the ship's badge. Albatross eggs are a staple diet of the tough kelpers of the Falklands. They make omelettes for six, are very tasty — but not easy to come by.

## OPEN PLAN

Continued from Page 1

But, says an official announcement, payment of the uncommitted rate to those on the open engagement clears the way for some other form of monetary incentive for those who continue to serve through the first nine years. The alternatives are being considered.

The announcement also says: "The advantage of the open engagement to the rating is that a career of 22 years is available without the bother, and perhaps uncertainty, of signing on at intervals. But the financial position will not be clear until the Armed Forces Pay Review Body has made recommendations about new forms of retention incentives."

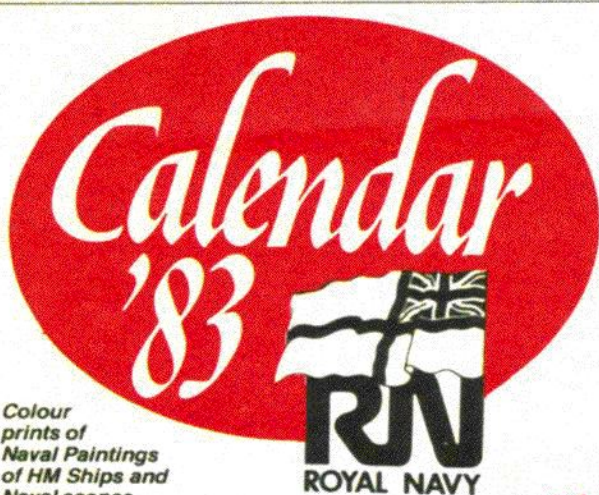
An announcement on these points is planned, probably in April or May next year. Meanwhile the open engagement will apply only to male rating new entries or re-entries into the RN joining from September 1 this year (not Royal Marines, QARNNS or WRNS).

Statutory rights of those serving on August 31 this year will be retained in full, and their re-engagements and extensions of service will continue under existing practice.

Under the open engagement, present rules requiring ratings to waive their right to give notice in return for some higher training courses will remain.

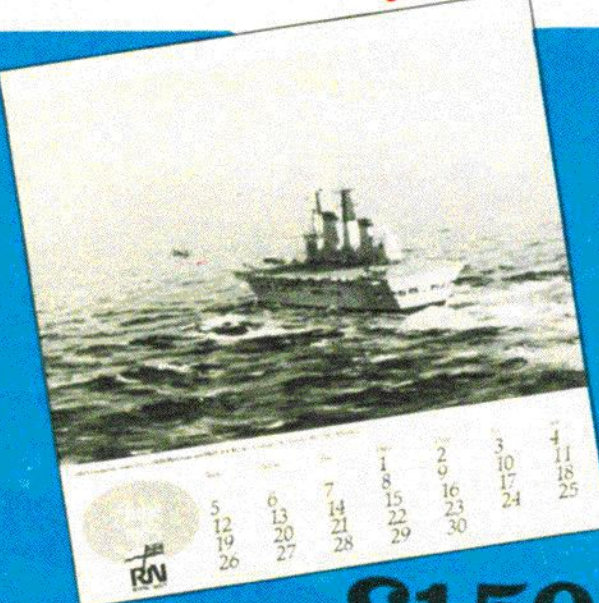
Rules governing the rights of recruits to leave the Navy within their first three to six months service will also continue.

The present position is being outlined in DCI(RN) 516.



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